

**INTERNATIONAL TRANSPORT  
WORKERS' FEDERATION TO  
MEET IN VIENNA JULY 18**

**Leader of the Free World's  
Transportation Workers**

See Story pg. 5

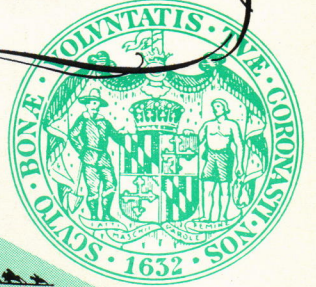




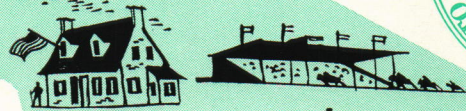
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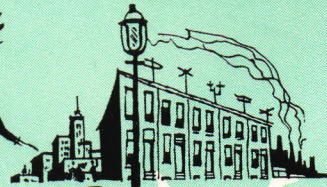
# Teamsters Salute MARYLAND



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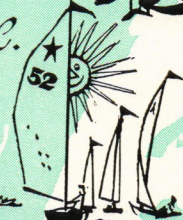
Baltimore



Annapolis



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Salisbury



Ocean City

MARYLAND, "The Old Line State," after more than 300 years of stirring history, is today a busy and progressive state. At the same time it clings to the patrician traditions of founding by nobility and an Old South heritage.

Named after Maria, wife of Charles I of England, it was colonized in 1634 by the brother of the second Lord Baltimore. The early settlers were passionate believers in local self government but were not enthusiastic in support of the Continental Congress. In 1814 Fort McHenry's defense of Baltimore against the invading British moved Francis Scott Key to write our National Anthem. During the Civil War, Maryland was put in the peculiar position of being a Southern state north of the federal capital. It never joined the Confederacy.

With its capital in Annapolis, site of the U. S. Naval Academy, the state ranks 24th in population with a 1950 census of 2,343,001 people in its 10,577 square miles. It ranks 41st in size. The farms of Maryland continue to grow smaller as intensive cultivation to supply table produce in the surrounding metropolitan areas increases and as manufacturing continues to boom. This latter is centered in Baltimore but other centers are in Cumberland, Hagerstown, Frederick and Salisbury. Good roads to link farms to markets and factories to customers has been a continuing state concern of recent years. Chesapeake Bay Bridge to the Delmarva Peninsula is the longest (7.7 mile) all-steel over-water span in the world. The bay produces 200 kinds of seafood, led by the famous Chesapeake Bay oysters. Truck gardening is a big industry—the tomato crop and the tobacco crop are huge. Teamsters

find much work activity in moving them. Sea traffic made Baltimore the second ranking port for foreign commerce by tonnage in 1950.

Maryland University's football team is famous and outdoor sports are popular, as are the many fine beaches. Great horse races are run at the state's tracks, such as Pimlico, Laurel and Bowie. Perhaps the state's greatest sport is the duck hunting to be had along the state's

amazing length of 3,190 miles of shoreline and its rivers. Fishing on Chesapeake Bay also attracts thousands annually to the prosperous and historic state we salute this month.



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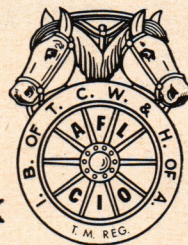
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# THE INTERNATIONAL Teamster



DAVE BECK

Editor

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## CONTENTS

Letter from General President.....	2
World Transport Workers Convene .....	5
1956 Lawyers' Conference .....	6
New Pact Signed with Ward .....	10
Teamsters Oppose Rail-Favoring Bill.....	11
'Four-Way Pact' Unions Confer.....	13
Matthew Woll .....	15
AFL-CIO Dedicates New Home.....	17
Joint Council 53 Honors Beck.....	18
Editorials .....	22
Farm to Doorstep .....	24
'Fishyback' Plan Gains Ground.....	27
North Country Teamster.....	29

17 17

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## Letter from General President **DAVE BECK**

### *Credit Crisis*

**L**AST month in *The International Teamster* I raised a question about the credit policies of the nation and asked: Are we curbing credit too rapidly? In connection with that question, I pointed out the fact that trucking operators are finding it difficult to get new equipment on account of the hard money policy. As credit tightens up, the fleet operators and equipment buyers are finding the going tough—financially.

There has been a general outcry against the hard money policy and if it were limited only to buyers of motor transport, this outcry would not be a loud one. But the fact is that hard money affects more than heavy highway rolling stock; it affects many other segments of our economic life and especially and quite directly, housing.

When credit tightens up, when interest rates shoot upward, then we can expect the housing market to be immediately and seriously affected. We have seen in recent weeks demands by housing people, including real estate men, builders, bankers and most of all, consumers, for a liberalization of credit. Excessive interest rates and carrying charges have hurt housing and the country. By the time these words appear in print perhaps these outcries will be heeded to the extent that credit will be loosened up, thereby permitting a greater purchase of housing than is possible under tight credit restrictions.

Housing represents a substantial section of the construction business and is an important attribute of our economy. Moreover, housing also represents an important investment by the consumer and decent housing is essential to security and happy family life. We cannot afford, in the interest of the economy, as well as the well-being and security of our people, to see housing progress arrested and delayed by hard money policies. The Government, through its appropriate machinery, should see that credit is liber-



alized so that the economy will not suffer further setbacks by these artificially high credit barriers.

### *Lawyers' Conference*

Late last month some 80 lawyers representing local unions, joint councils and area conferences met in Washington in the Annual Conference of Teamster Lawyers. These conferences, held annually, are being attended by an increasingly large number of our attorneys and those attending are finding the discussions informative and productive.

It was announced at the conference which just closed that there is being provided at International Headquarters a central facilities service for Teamster attorneys. This service will have on file briefs from Teamster lawyers from all parts of the country and covering all types of litigation in which Teamster members may be engaged.

We believe, at Headquarters, that an exchange of ideas and the availability of briefs are methods whereby all can mutually profit. The task of the lawyers will be made somewhat easier by sharing their knowledge and research with their fellow Teamster attorneys and the service they provide our locals, joint councils and area organizations will be improved. This service of having the briefs available is an outgrowth and discussion by the lawyers themselves of ways and means of closer cooperation among the attorneys in the interest of improved legal service. I am encouraged by the fine reaction the announcement of this central facilities service had at the recent conference.

During the three-day conference the attorneys had an opportunity to explore many avenues of legal problems. Members of the visiting lawyers led discussions on a variety of subjects, including the Hobbs Act; U. S. Supreme Court decisions; the Conway clause; AFL-CIO merger; the National Labor Relations Board's decisions, welfare and pension funds and other topics.

The important role of the lawyer in modern labor relations and union labor organization administration appears to be growing. No longer can a union—small or large—conduct itself in an “off the cuff” fashion. So many state and federal laws and regulations are now on the books that expert advice and counsel are constantly needed. This advice is used to keep us out of trouble and to protect our legal, constitutional rights.

The opportunity to explore the many problems confronting Teamster organizations is one which our lawyers are taking advantage of to an increasing degree. The Lawyers' Conference is an extension of the old-fashioned saying that recognizes two heads are better than one. Past confer-



ences have been useful and productive and the 1956 meeting set a new mark in value both to our lawyers and to the Teamster movement.

### *Transportation Legislation*

As an illustration of the continued complexity of modern life and industry, particularly as Teamsters are affected, will be found in legislation pending in Congress on the nation's transportation policy. In this issue is a report of testimony presented by the International Brotherhood of Teamsters concerning the effect that turning back the clock of transportation policy would be harmful to our industry and to the Teamsters employed by that industry. I suggest that our members read the report of the Teamster position on the legislation designed to implement the Weeks Report. (See page 11.)

We must be ever alert to legislative, judicial and economic developments which affect us. On the economic front we will not hesitate to speak out. On the legislative front we will see that our story is told to Congress and to the State Legislatures and on the judicial front we will see that Teamsters have the best legal representation possible. All of these areas require constant and vigilant attention—attention designed to see that the interests and welfare of our membership is always the matter of prime concern.

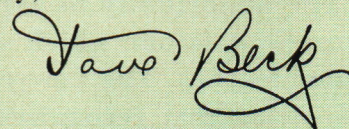
### *St. Lawrence Seaway*

From time to time I have mentioned in these letters the projected program of the St. Lawrence Seaway. Construction on this project is getting well under way and we hope to have a detailed report in our magazine within the near future.

Teamsters have several interests in this tremendous project. During the construction period which will last for some time many of our people will be directly involved by way of employment. The cost and extent of the project will result in a great deal of employment over a long period of time to many in the construction trades.

Another interest which the International Union is watching with care is the impact the new Seaway will have on the patterns of transportation and freight hauling. Many economic and traffic studies have been made and these are being considered by the Teamsters. We know that changes which will come about, particularly in the North Central States and Northeast as the result of the Seaway, will be many and we mean to be ready to understand fully all the implications of the Seaway development.

Faternally,

A handwritten signature in dark ink, appearing to read "Dave Beck", with a stylized flourish at the end.

General President.



*Convention of World Transport  
Workers to Begin July 18 in Vienna;  
President Beck to Serve as Delegate*

## **ITF REPRESENTS 6.5 MILLION WORKERS**

**T**HE eyes of the world of free transport union members will be on Vienna, Austria, this month when representatives of 6.5 million union members meet in the biennial congress of the International Transport Workers' Federation. The session, July 18-26, will mark the sixtieth anniversary of the founding of the ITF.

As a leader in transport union affairs in this country and one interested in cooperation with sister unions abroad, General President Dave Beck will attend the ITF meeting as a delegate. Following his attendance at the congress meetings in Vienna, he expects to visit other European transportation centers and confer with both unions and employers in transportation. He will make a special study of the motor transport situation and when he returns from Europe will prepare a report for the membership for THE INTERNATIONAL TEAMSTER.

### **OTHER DELEGATES**

The United States and Canada will be well represented, according to an announcement from the North American office of the ITF in New York City. A. E. Lyon, executive secretary of the Railway Labor Executives' Association; George M. Harrison, president of the Railway Clerks; T. S. Howieson, secretary-treasurer, Railway Carmen; W. P. Kennedy, Railway Trainmen, and Eli Oliver, consultant to the RLEA, will also attend as delegates from the United States. John Hawk, secretary-treasurer of the Seafarers' International Union, and William Kent, head of the Flight Engineers, are other delegates scheduled to attend the Vienna meetings.

Also scheduled to attend are J.

Horst, Transport Workers' Union; R. C. Koutts, Train Dispatchers; and Rudolph Faupl, International Association of Machinists.

Vice President Frank Hall of the Railway Clerks and Harold Banks of the S. I. U., both Canadians, will attend for Canadian unions. Between 350 and 400 delegates representing the 6.5 million transport union members throughout the world in 52 countries are expected to attend, reports Omer Becu, general secretary of the International Transport Workers' Federation.

The biennial congress will direct attention to the ITF and the role it has played in free trade union activities during its 60 years, many of which have been filled with struggle and excitement for the affiliates.

Since its earliest days the ITF has been in the forefront of the battle for economic and social advancement of the workers in the transport workers' unions. The ITF has worked on many fronts in behalf of the working people of many nations. Some of these activities have been carried out at the risk and frequently at the loss of life by the participants.

Not only has the ITF opposed the reactionary philosophy of reactionary employers, it has fought against totalitarianism of various brands which have risen in the world and against the leaders of these regimes—Mussolini, Horthy, Hitler, Dolfuss, Franco, Peron, and Stalin. The ITF has not only been an advocate of trade union advance, but a staunch defender of democratic institutions.

The ITF recently, in recounting some of its 60 years of achievement, pointed to specific examples of ac-

tion on the international front in behalf of workers. In 1919 the ITF organized a boycott of Hungary which cut off that country from the world for six weeks in order to break the "White Terror" which had been unleashed against the trade unions in that country.

In 1926 the transport of coal to Great Britain was stopped during the strike of the coal miners of that country and during the Spanish Civil War from 1936 to 1939 the work of transporting war material to the anti-labor Franco forces was hampered.

During the regime of Adolf Hitler the ITF established an underground network in Germany to fight against the Nazi terror. Many a member active in this work lost his life. The experience in fighting this terror was a fitting prelude to the need for an underground apparatus in the grim days of World War II. In this period the ITF made an outstanding contribution to the Allied cause.

Union people worked in a systematic program of sabotage against the Nazi war machine, both with land transport workers and those employed on the docks and on the high seas. Incidentally, the seafarers and dockers formed the bases of the early ITF.

The interdependence of seagoing, dock and land transport personnel was recognized at an early date and the effectiveness of ITF international action has been due to a full recognition of this fact. A virtual revolution in conditions of seamen has come about largely as the result of the efforts of the ITF and affiliated unions.

### **52 NATIONS**

Nations with unions in the ITF total 52. Omer Becu is the general secretary and chief administrative officer of the organization.

A total of 154 organizations in 52 countries are affiliated with the ITF. The present executive committee includes H. Jahn, Germany, who is also acting president; F. Laurent, France; H. J. Kanne, Holland; R. Dekeyzer, Belgium; I. Haugen, Norway; A. Thaler, Austria, and A. E. Lyon, U. S. A.

*(Continued on page 32)*



# TEAMSTER ATTORNEYS MEET IN WASHINGTON

## LAWYERS' CONFERENCE

### 1956

**T**HE entire range of legislation and litigation was covered in three days of intensive discussion by 80 attorneys attending the annual Conference of Teamster Lawyers in Washington, D. C., last month. The annual session, held June 20-22, closed with a dinner at which Judge Matthew F. Maguire of the Federal District Court addressed the attorneys.

#### UNIQUE GROUP

The conference of attorneys, a unique organization among international labor unions, originated in 1952 when General President Dave Beck suggested that counsel representing local unions, joint councils and area organizations meet and discuss problems which affect Teamsters in all parts of the country. Since the first meeting in Los Angeles, Calif., interest in the conference has increased and the last meeting marked the high point in attendance.

During the three-day conference the lawyers had an opportunity to discuss problems of Federal legislation at a reception given at the close of the first day's session. Attending this were Senators William Knowland and Thomas Kuchel of California; Pat McNamara of Michigan; James H. Duff of Pennsylvania; Warren Magnuson and Henry M. Jackson of Washington and Earle Clements of Kentucky. At this reception also was General Counsel Theodore Kammholz of the NLRB.

The three-day sessions were de-

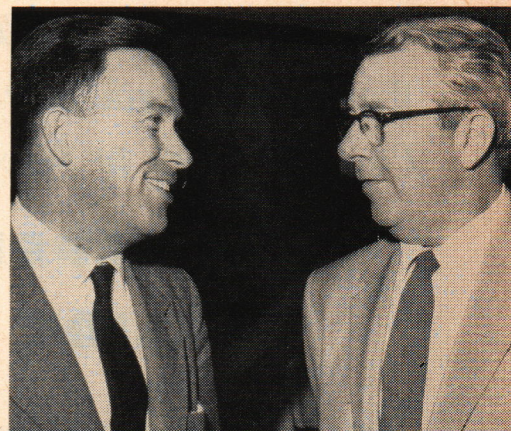
voted largely to discussions of legal problems pending before the labor movement and situations in which Teamster organizations have a specific interest. These discussions were supplemented by brief addresses by Teamster and other officials.

On the opening day Vice President Einar Mohn welcomed the lawyers and spelled out what, in his opinion, was the relationship of lawyers to the policymaking bodies of the Teamster organization. General Counsel J. Albert Woll reviewed briefly some of the highlights which were to be the basis of discussions during the conference.

#### LEGISLATIVE SITUATION

Speaking to the conference also were Andrew J. Biemiller, legislative representative of the American Federation of Labor and Congress of Industrial Organizations. He discussed the legislative situation on Capitol Hill as it affects labor. Problems of taxation were discussed at a general session by David J. Gatzemeier, an attorney in the chief counsel's office of the Internal Revenue Service.

During the sessions one of the principal announcements made concerned the establishment of a central facilities service in the International Headquarters to serve Teamster attorneys. This service will have on file briefs from Teamster lawyers throughout the country on all litigation in which any Teamster organization may be involved.



PACIFIC NORTHWEST topics seem to be under discussion here between Senator Henry M. Jackson (Dem., Wash.) (left) and Vice President Einar Mohn.

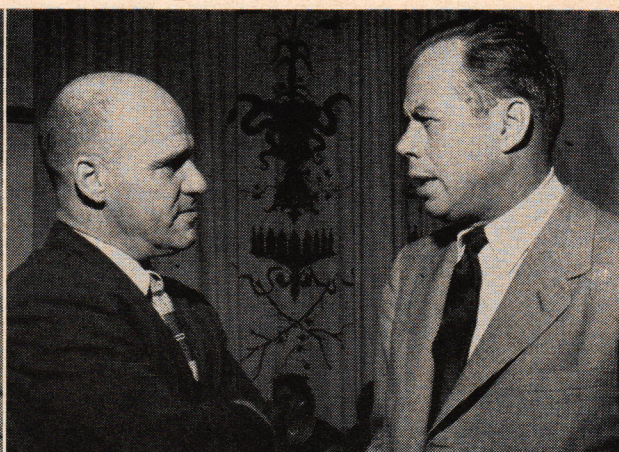
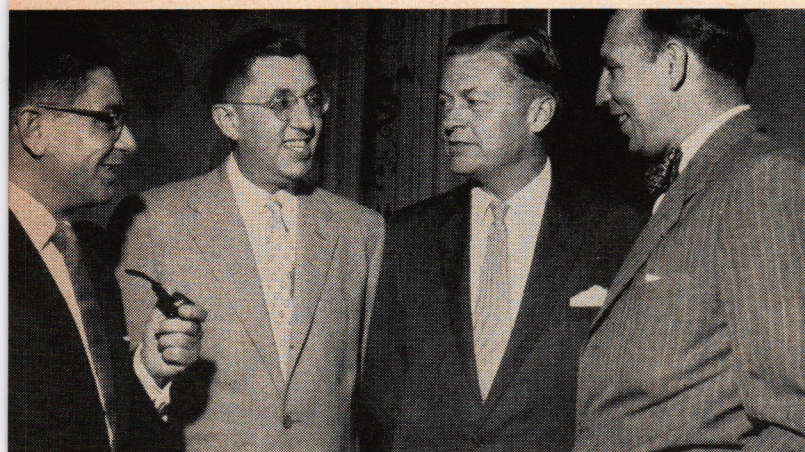


A LIGHT MOMENT is enjoyed by two of the busiest men at the Lawyers' Conference. J. Albert Woll, Teamster general counsel (left), and Clarence Beck.



CALIFORNIA'S Senator William F. Knowland (Rep.) (left) and P. H. McCarthy, Jr., San Francisco.





NLRB PROBLEMS are doubtless the topic under discussion in this group with the Board's general counsel, Theodore Kammholz. Left to right—Al Plone, Camden, N. J.; Lester Asher, Chicago, Ill.; Mr. Kammholz, and Robert Sigel, Boston, Mass.

SENATORIAL VISITOR Thomas H. Kuchel (Rep., Calif.) (right) was one of the several members of the Senate honored at a reception given by the Teamster lawyers. Shown with Senator Kuchel is a fellow Californian, Charles Hackler, Los Angeles.



WELCOMING ATTORNEYS is Vice President Einar Mohn at the opening session of the 1956 Conference of Teamster Attorneys. The three-day meeting in Washington covered legislation, litigation, administration and Federal regulation.



A STRONG FRIEND of labor, Senator Pat McNamara (Dem., Mich.) (left) is shown with another midwesterner, Robert Knee, Dayton, Ohio, Teamster attorney.

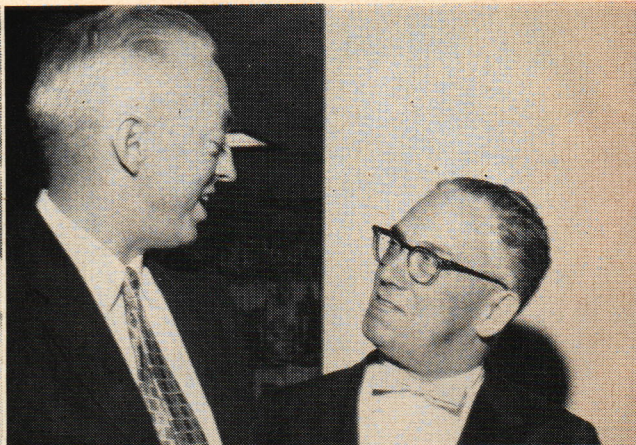


KENTUCKY's senior Senator Earle C. Clements (Dem.) (right) holds the floor here with Ralph H. Logan, Louisville, Ky., and A. J. Sabella, Memphis, Tenn.





DISCUSSION sessions covered special topics of interest to the Teamster attorneys. Each topic was allotted time for discussion, questions and answers. Here is a discussion scene at the annual conference.



DISCUSSION LEADERS Nat Wells (left), Dallas, Tex., and Dave Previant, Milwaukee, Wis. Wells was chairman of the session on NLRB decisions and Previant led the discussion on the Conway clause.

The service will be sort of a "lending library" of legal research which is being developed as an aid to the legal aspects of the International Union. Fred Tobin and Gerard Treanor will have charge of this activity and each in remarks to the conference asked the lawyers' cooperation in helping to provide adequate materials for the service. It was pointed out that this lending library type of operation is being established at the suggestion and in response to suggestions from Teamster lawyers.



"MR. CHAIRMAN"—Two attorneys seek recognition in a lively discussion on recent trends in the NLRB. At extreme left is Al Plone, Camden, N. J. Visible in background (facing camera) is Norman Zolot, New Haven, Conn. The conference was attended by 80 attorneys.

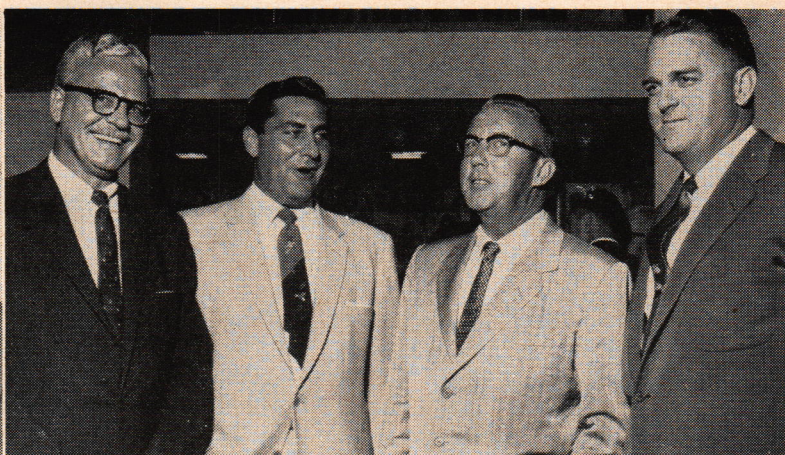


"IT'S THIS WAY," Senator Warren Magnuson (Dem., Wash.) seems to be saying to Robert L. Graham (center) from International Headquarters and Kentucky's Senator Earle C. Clements (Dem.).





**PENNSYLVANIANS** Tom Owens, director of the National Produce Trade Division talks things over with Pennsylvania's Senator James H. Duff (Rep.).



**SOUTHERN GROUP** at reception lawyers gave for Senators. Left to right—J. T. Wiley, St. Louis, Mo.; Jerome Fine, Miami, Fla.; Murray W. Miller, chairman of the Southern Conference of Teamsters, and Fred Cassibry, city council member of New Orleans, La., and an attorney.

Topics of special interest were studied in the sessions led by conference members. Among the topics and chairmen were: the Hobbs Act, J. T. Wiley, St. Louis, Mo., discussion leader; U. S. Supreme Court decisions, Nat Wells, Dallas, Tex.; the Conway clause, David Previant, Milwaukee, Wis.; the AFL-CIO merger, Ed Davis, Philadelphia, Pa.; NLRB decisions, Mozart Rattner, Chicago, Ill.; and Federal and state welfare pension funds, Sidney E. Cohn, New York City.



**DISCUSSION LEADER** Mozart Rattner, Chicago, Ill., (at microphone) is covering topics of interest before state legislatures.



**EMPHASIZING** a point, one of the attorneys as chairman of a discussion is presiding at a conference session. The meetings were held three days and covered a wide range of legal topics.



**EIGHTY** Teamster lawyers met in the annual attorneys' conference in Washington last month. Clarence Beck, Salt Lake City, Utah, conference chairman, has just called the annual session to order. Reviews were given of late Federal and state court and NLRB decisions.



## NEW 19-CITY PACT SIGNED WITH WARD

**T**HE International Brotherhood of Teamsters has a new contract with the Montgomery Ward Company with its branches in 19 cities. The contract was consummated after two weeks of negotiation in Chicago and ratified by the local unions affiliated with the Montgomery Ward Council. The contract signed last month is retroactive to June 1.

The new one-year contract provides for an average hourly wage hike of 10.5 cents. The rates of increase depends on the work classifications and range from 4 cents to 36 cents per hour.

Negotiations were carried on by a 12-member committee representing all of the Teamster locals with Montgomery Ward employees. On the Teamster committee which negotiated the new contract were Vice President James R. Hoffa, Detroit, Mich.; Don Peters, president of the Montgomery Ward Council, Chicago, Ill.; Harold G. Gibbons, secretary-treasurer of the Central Conference of Teamsters, St. Louis, Mo.; Sam Baron, field director of the National Warehouse Division, Washington, D. C.; Charles Bub, Albany, N. Y.; Charles DiGuardo, Baltimore, Md.; Joe Prifrel, St. Paul, Minn.; John A. Etheridge,

Kansas City, Mo.; Charles Lindsay, Denver, Colo.; Tom Connors, Oakland, Calif.; Jack Estabrook, Portland, Oreg., and Patricia Minor, Fort Worth, Texas.

The Montgomery Ward committee was headed by C. J. Barnhill, secretary of the corporation and manager of labor relations.

Under the terms of the new pact the company is withdrawing its compulsory insurance plan whereby the employees were required to pay the entire cost of health benefits and other insurance features. Under the new agreement Ward will pay one-third the cost of these benefits and the employees will have an option to join or not join the plan. Payments by the corporation will represent a saving of some \$500,000 per year, Teamster estimates indicate. Bargaining will continue between the teamsters and the company on a pension plan to cover employees.

Included in the new pact with Montgomery Ward are provisions covering a wide range of requests by the union:

- Employees will not be required to take time off for the purpose of avoiding overtime. (For example, if an employee puts in 10 hours one

day, he will not be assigned to a six-hour shift to bring the two days' total down to eight hours daily.)

- Employees will be given 24 hours notice of overtime work.

- Funeral allowances of three days with pay will be given when there is a death in the immediate family and five days will be allowed where travel is required.

- Employees called in to work will be guaranteed at least four hours pay. If they are sent home by the medical department, they are to receive four hours pay and if sent home after four hours work, they will receive eight hours pay.

- Clarification of arbitration and grievance procedures was made in the new contract.

- The probationary period for new employees was reduced from six months to 30 days.

- Employees on jury duty will receive their regular pay or pay as jurors, whichever is the greater.

- Checkoff will be made for union dues at the option of the employee with maintenance of union membership required.

Mail order, store and warehouse employees in the following cities are covered: Chicago, Albany, Baltimore, New York City, Detroit, St. Paul, Kansas City, Mo., Denver, Fort Worth, Oakland, Calif., Portland, Oreg., and Los Angeles.

Employees in retail outlets in the following cities are also covered: Streator, Ill., Des Moines, Iowa, Wiliston, Minot and Devils Lake, N. Dak., Thief River Falls, Minn., and Jamaica, N. Y.

Local 743, largest Ward unit, ratifies the new contract at a well-attended membership meeting.





# *Teamsters Strike Hard at Bill Which Would Change National Transport Policy to Favor Rails*

## **UNION ASKS: 'DON'T TURN BACK THE CLOCK!'**

**A** DETERMINED and detailed presentation based on equity and fair play for all forms of transport as the basis for the nation's transportation policy was made last month by the International Brotherhood of Teamsters before a House committee.

Vice President Einar Mohn, speaking in behalf of General President Dave Beck, and Economist Abraham Weiss, appeared before the House Interstate and Foreign Commerce Committee. Testimony was given on an omnibus transportation bill, H. R. 6141, before the Subcommittee on Transportation and Communications. This legislation is designed to implement the Cabinet Report on Transportation Policy and Organization, known generally as the "Weeks Report," since Sinclair Weeks, Secretary of Commerce, was the inter-agency committee chairman making the report.

### **Strip Powers**

Vice President Mohn warned that the proposed legislation would "... strip the Interstate Commerce Commission of virtually all of its rate making powers and return these powers substantially to the railroad managers."

Blasting the phrase "dynamic competition," Mohn called this a "weasel phrase designed for sloganeering and persuasive oversimplified advertising and publicity purposes." He said the legislation "is designed in the selfish interest of but one segment of the national transportation industry—the railroads."

Saying that the Teamsters seek "no punitive action against the rail-

road industry or for that matter against any industry," Mr. Mohn said that, "... we are convinced that the United States today has the best transportation system in the world. It is an integrated system that functions under healthy competitive conditions which have been fostered by a wise National Transportation Policy. Under this policy rails, trucks, boats, barges, pipelines and airlines are free to do their best job in the area for which they are best fitted."

### **Land Grants Cited**

Going back into American history, Mohn pointed to the land grants and cash subsidies received by the railroads and to the period of "dynamic competition" lasting from the 1870's until 1920—which almost ruined the farmers and small business. He called attention to the adoption of the legislation of 1920 when the law had some teeth inserted in the transport policy. The National Transportation Act was rewritten in 1940, said Mohn, and "The record shows that the rewriting was done by railroad lawyers who collaborated with Congress. Thus the rules laid down in 1940 of which the railroads now so bitterly complain were written for and by the railroads."

"The rails have lost the battle for traffic with the trucking industry. They lost it in the area of 'service competition.' Because they lost this battle, the railroads seek to return to the era before 1920 and restore the dead concept of rate war competition. . . . They seek . . . by returning to their own hands the right to manipulate rates on a basis which would permit all-out rate wars, to

destroy the present independently owned and operated trucking industry. They would make the trucking industry a pickup and delivery service, subservient to the railroads. Under this concept the motor carrier industry would become the scullery maid for the rails."

Five reasons were cited for opposition by the Teamsters to the proposal to turn the legislative clock back:

"1. The Teamsters' Union is interested in the continued health and prosperity of the trucking industry which provides employment for its members.

"2. The union is interested in preserving growing job opportunities for its members.

"3. Our union is interested in securing the highest possible benefits for its members. (The union cannot hope to achieve its goals unless the trucking industry can operate under a set of rules which are fair and equitable and which are not slanted in favor of the rails.)

"4. Our union is interested in an independent (i.e. non-railroad controlled) motor carrier industry which will retain sufficient competitive vitality to make continued progress and thereby permit the union to negotiate freely for wage increases and other benefits.

"5. We fear the practical effect of the Cabinet Report and the legislation designed to implement it will bring about the demise of a privately owned and privately operated transportation system."

### **No Nationalization**

The witness pointed out that only the U. S. A. in all the world has kept all of its forms of transportation free of nationalization. Before closing Mohn forecast three phases of "catastrophic progression" should railroad domination emerge during which the union and its membership would suffer.

In the first phase, said Mohn, a rate war would bring cut-throat competition and reduce the motor carriers' ability to pay and with independent management destroyed, job opportunities would diminish and unemployment increase.

*(Continued on next page)*



In the second phase with great industrial power emerging in monopoly form the union would have great difficulty in asserting itself and in the third phase, he said, labor always loses in a nationalization

scheme. Mohn closed by saying that there exists a necessity not for a policy of less regulation opening the door to old abuses, but to more regulation which would prevent and control new abuses.

## ECONOMIST LISTS FOUR ARGUMENTS AGAINST BILL

**A**BRAM WEISS, Teamster economist, gave what he called an "economic postscript" to the testimony of Vice President Einar Mohn. He examined the cost structure of the rail carriers as compared with motor carriers and he commented on the so-called "dynamic competition" theory.

He drew attention to the difference in cost divisions of the two types of carriers saying that about two-thirds of the total expenses of a railway are constant or fixed and only one-third variable. In the case of truck transportation on the other hand the proportion is about 10 per cent fixed and about 90 per cent variable.

He said that a policy, as proposed, which permits rate-cutting to out-of-pocket expenses is little different from no regulation at all. Weiss quoted Federal authorities as noting the ultimate danger of the out-of-pocket cost theory and said, no carrier is going to haul at bare out-of-pocket cost, without any contribution to general overhead or profit, in order to improve its revenue position. The effect of rate-changing without review by the Interstate Commerce Commission would be that of taking business away from rail competitors and possibly drive them out of business, it was pointed out.

Weiss warned that should the Weeks Report policy prevail, the rails could indulge in selective rate-cutting to hurt the trucking industry and then be free to raise rates on items which are not in the truck-rail area of transportation competition.

So-called "dynamic competition" would mean the end of competition, the Teamster economist said, and in its place would emerge monopoly.

By removing the ICC's present authority to fix minimum reasonable rates at a point higher than out-of-pocket costs (if the circumstances required,) "the proposed bill," said Weiss, would pave the way for destructive competition. A maximum-minimum rate range without ICC authority to fix actual rates is useless. It is just as important to restrain destructive competition as it is to restrain monopoly."

Mr. Weiss summarized his economic arguments against the Weeks proposals by listing four chief reasons why the pending legislation, H. R. 6141, should not be passed:

"1. Railroads are likely to obtain a monopoly over inter-city freight transportation. With unlimited fi-

nancial resources, the rails can afford to cut rates until they have either driven trucks off the road or forced them to sell to the railroads. Then, without competition, the rails can use the maximum rates to make shippers and consumers pay the costs of the transportation war and whatever the traffic will bear in the future.

"2. The development of strong, stable modes of transportation under *independent ownership*, with its impetus for progress, will be jeopardized.

"3. By establishing price as the sole factor in rate-setting, rather than traditional "value of service" principles, the existing equitable and stable rate structure will be discarded and chaos will probably result. Marketing practices, as they presently exist, will be disrupted, since producers will no longer be assured that competitors would be required to bear a comparable transportation cost.

"4. Since the ICC will lose virtually all its authority to protect both carrier and shipper against unfair rates, smaller shippers and smaller communities will again face the disastrous effects of volume and long-haul discriminations."



SYMPATHY is extended by General President Dave Beck to Mrs. Robert Lester at a memorial service honoring the long time Teamster joint council leader in Washington, D. C. President Beck spoke at the memorial service which was held during the Maryland-D. C. Federation of Labor convention June 4. Robert Lester had not only been a leader in joint council and state federation affairs, he had served as delegate to AFL and Teamster conventions for many years.



**NATIONAL JOINT HEAVY AND HIGHWAY CONSTRUCTION COMMITTEE AREA MAP**

The map shows the following areas and their corresponding states:

- Area 1:** Kentucky
- Area 2:** Tennessee
- Area 3:** West Virginia, Virginia
- Area 4:** New York, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island
- Area 5:** Pennsylvania, Delaware, Maryland
- Area 6:** Maine
- Area 7:** Missouri
- Area 8:** New York
- Area 9:** New Jersey
- Area 10:** Alabama, Georgia, South Carolina
- Area 11:** Mississippi, Louisiana
- Area 12:** Texas
- Area 13:** Wisconsin, Illinois, Indiana, Michigan, Ohio
- Area 14:** Nebraska, Kansas, Oklahoma
- Area 15:** Oregon
- Area 16:** Idaho
- Area 17:** California
- Area 18:** Utah, Colorado
- Area 19:** Arizona, New Mexico

*Teamsters, Carpenters, Operating Engineers and Laborers Plan Teamwork In Face of Big New Highway Program*

Plans for increased coordination and cooperation of the participants in the Four-Way Pact were made in a national meeting of Area Committees of the four cooperating unions: Teamsters, Operating Engineers, Carpenters and Laborers. The session was held in Washington, D. C., May 25. Teamster area committee members from all parts of

Highlights of the session included a review of progress made since organization of the committee in 1954 and a restatement of the aim and objectives of the overall program. It was announced also that the committee had eliminated the National Education & Information Bureau—in name only—but the functions of that bureau are being continued under the sponsorship of the Na-

"3. This committee will cover



heavy and highway construction.

"4. Bulletins of job-lettings to be distributed from National Educational & Information Bureau of International Unions. (This service is continued, but the name of the bureau is dropped.—Ed.)

After the joint committee was organized in 1954 the four unions proceeded to organize Area Committees. At first 14 such committees were organized and these covered the eastern half of the United States. Later the number was expanded to 19 and covered the remainder of the country. The International Brotherhood of Teamsters have representatives on each Area Committee.

#### AREA COMMITTEES

The key to the success of the Four-Way Pact, said the leaders at the May 25 meeting, will be found in the successful functioning of the Area Committees. During the Washington meeting each committee reported on progress. While the details of progress were not released for general publication, it was pointed out that "substantial" progress is being made in enlisting the cooperation of contractors and in the elimination of unfair contractors from public works jobs.

One of the achievements of the joint committee, it was pointed out in Washington, was the fact that the inroads in the highway construction made by District 50 have been arrested. The four unions feel now as if they had considerably slowed if they have not already stopped the highway work of District 50.

In outlining the work of the committees in each area, it was emphasized that the four unions are eager to work with fairminded employers who will work with the unions and to help such employers in their efforts to obtain public works contracts.

The policy of the joint committee with respect to the Area Committees was spelled out clearly:

"(A) To see that the four trades are employed on projects without discrimination to any of the participating organizations.

"(B) To alert favorable employers to bid on jobs and pledge co-

operation as to the extent enunciated in this policy.

"(C) Lend assistance to local organizations to promote the program.

Clarification was made of the relationship of local unions to the Area Committees. The questions of wages, hours and conditions of work are to be the obligation and function of the locals which each organization shall determine for itself. Officially the joint committee said, "... the Committee wishes to state that it does not intend to infringe upon the autonomy of any of the four organizations comprising the Committee. The Committee ... has the responsibility of seeing to it that there shall be no stoppage of work as the result of any jurisdictional dispute. The Committee is of the opinion that all disputes, if properly handled, can be amicably adjusted."

From the reports made by the Area Committees, leaders concluded that where there was strong and close cooperation in the areas, the overall aims of the committee are being realized. But where there are disagreements and friction in the local area, the percentage of contracts going to union construction workers falls markedly. Strong pleas were made for cooperation at every level.

#### AREA REPRESENTATIVES

The following are the representatives of Teamsters for the various areas:

AREA 1—Indiana and Michigan: Vice President James R. Hoffa, Detroit, Mich., and Gene San Soucie, Indianapolis, Ind.

AREA 2—Ohio and Kentucky: William Presser, Cleveland, Ohio, and Paul Priddy, Louisville, Ky.

AREA 3—West Virginia, Virginia, Maryland and District of Columbia: Dan Anderson, Parkersburg, W. Va. (for W. Va. and Va.) and Paul Brandt, Baltimore, Md. (for Md. and D. C.).

AREA 4—Maine, New Hampshire and Vermont: David Hastings, Portland, Me.; Basil D. French, Manchester, N. H., and Frederick Dykeman, Barre, Vt.

AREA 5—Pennsylvania and Delaware: Louis Gizzi, Pittsburgh, Pa.

(West. Pa.), and Tom McDonnel, Philadelphia, Pa. (E. Pa. and Del.).

AREA 6—Massachusetts, Connecticut and Rhode Island: Frank McMorro, Boston, Mass.

AREA 7—Illinois, Missouri and Kansas: Vice President John T. O'Brien, Chicago (Ill.); E. E. Hughes, Rock Island (Ill.), and Harold J. Gibbons, St. Louis, Mo. (Mo. and Kans.).

AREA 8—New York and New Jersey: John T. O'Rourke, New York City (N. Y. and N. J.), and Anthony Capone, Rochester, N. Y. (Upstate, N. Y.).

#### COMBINED AREA

AREA 10 (with which AREA 9 has been combined) — Alabama, Florida and Georgia: A. L. Gunter, Charlotte, N. C., and Clarence Mandoiza, Nashville, Tenn.

AREA 11—Mississippi, Louisiana and Arkansas: R. V. Bunch, Freeport, La.

AREA 12—Oklahoma and Texas: Ralph Dixon, Dallas, Tex.

AREA 13—Wisconsin and Minnesota: Emmett Terry, Green Bay, Wis., and Gordon Conklin, St. Paul, Minn. (Minn.).

AREA 14—Iowa, Nebraska, North and South Dakota: James D. White, Cedar Rapids, Iowa; Bert Parker, Lincoln, Nebr.; Ted St. Peter, Fargo, N. Dak., and Gregory Helweg, Sioux Falls, S. Dak. (S. Dak.).

AREA 15—Washington and Oregon: Allan C. Crowder, Seattle, Wash., and George Purvis, Portland, Oreg.

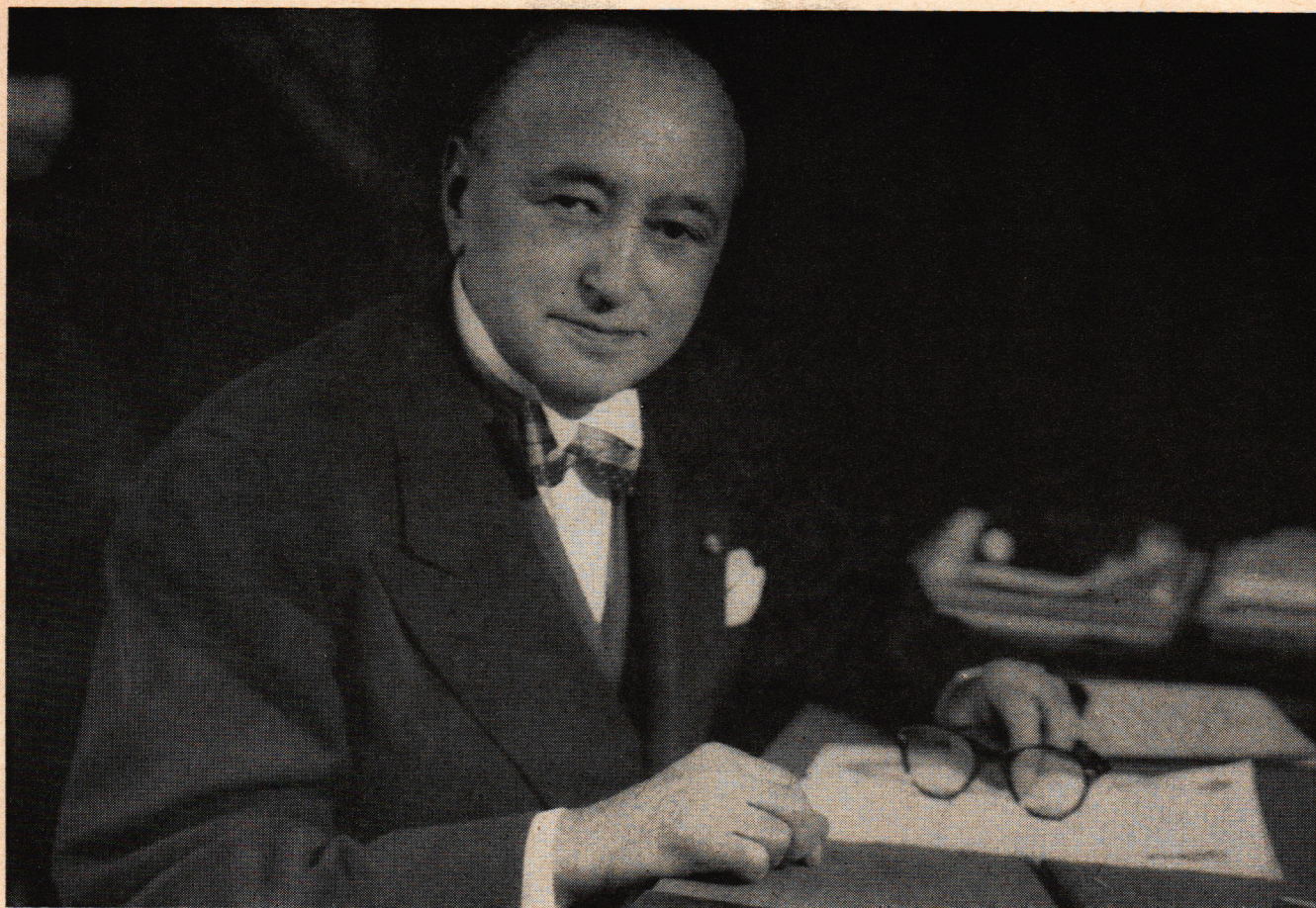
AREA 16—Montana and Idaho: Frank Baldwin, Boise, Idaho.

AREA 17—California and Nevada: James Ward, San Francisco, Calif., and William Carter, Las Vegas, Nev.

AREA 18—Utah, Colorado and Wyoming: Fullmer Latter, Salt Lake City, Utah, and John Salter, Denver, Colo.

AREA 19—Arizona and New Mexico: John Annand, Los Angeles, Calif., and Faro Caudill, Albuquerque, N. Mex.





## **MATTHEW WOLL**

*1880-1956*

*Labor Statesman*

*Colleague of Gompers*

*Friend of Teamsters*

**D**EATH closed out the career of one of organized labor's most prolific and imaginative statesmen last month when Matthew Woll succumbed at the age of 76 in a New York hospital.

The loss was a singular one because this leader of organized labor possessed talents that fingered nearly every field of human endeavor. Men of Mr. Woll's calibre, unfortunately, are decided exceptions and never the rule in any society. They are highly prized objects that radiate the benefits and opportunities of the culture in which they exist.

Young Matthew accompanied his parents to this country from his native Luxembourg in the year 1891. The family settled in Chicago where

the future vice president of the AFL-CIO attended public school. With his secondary education behind him, Matthew Woll entered the photo-engraving business as an apprentice. While working nights in his trade he crammed his waking hours with more school. This time it was law. Two years after leaving college and passing his bar examinations, he was elected president of the International Photo Engravers' Union at the age of 26.

Possessed with a magnificent sense of oratory and business acumen, Mr. Woll parlayed these dual personal blessings into a pattern of action both within and without laboring circles.

As Board Chairman and founder

of the Union Labor Life Insurance Company, the most prosperous company of its type in the world, Woll showed the world his dynamic organizing potential.

During World War I he served as a member of the War Labor Board and during World War II he was a member of its counterpart, the National War Labor Board. He was a member of President Harding's Unemployment Board and of President Truman's Labor-Management Conference.

Recently he had served as chairman of the Free Trade Union Committee, was chairman of the AFL International Relations Committee and director of the AFL-CIO's legal department and was chairman of



the AFL-CIO International Affairs Committee.

Both management and labor recognized the talents of this man and both were quick to call on him for advice and assistance. While answering the call from every quarter, many times above and beyond the demands of duty, Mr. Woll served as a member of the National Committee on Prisons and Prison Labor, the National Academy of Political Science, the New York State Insurance Advisory Board, the Chicago and the National Tuberculosis Associations and a trustee of the Public Education Association. Also he was chairman of the board of directors of the Sportsmanship Brotherhood, a director of the Health Insurance Plan of Greater New York and a member of the Knights of Columbus.

He will be long remembered as a friend of the International Brotherhood of Teamsters. He knew and understood problems of the Teamsters and was a counselor and friend both of our late General President Dan Tobin and for many years of General President Dave Beck.



IN GOMPERS DAY—Shown above is Matthew Woll photographed with AFL leaders in 1919. Left to right (front row): Daniel J. Tobin, general president, International Brotherhood of Teamsters; Samuel Gompers, American Federation of Labor president; Frank Morrison, AFL secretary-treasurer, and Mr. Woll. Back row: T. A. Rickert, Frank Duffy, James Duncan and Joseph H. Valentine.

## Louisiana Repeals Its 'Wreck' Laws

Louisiana has repealed its so-called "right-to-work" law, a statute which has been under the fire of organized labor for several years.

The Louisiana House of Representatives passed a repealer 57-44 and this was followed by Senate action 21-18. Governor Earl Long had strongly recommended repeal. Action in Louisiana brings the total of right-to-work states down from 18 to 17.

In the Louisiana effort to repeal the law members of the Teamsters were active. Serving on a statewide committee were E. F. Johnson, Local 568, Shreveport; Edward Partin, Local 5, Baton Rouge; Charles Winters, Local 270, New Orleans; and Louis Oliver, Local 969, Lake Charles. Fred Cassibry, Teamster lawyer from New Orleans and a city council member, provided substantial assistance in the fight also.

These and other Teamsters worked closely with all labor groups in seeking repeal of the state law.

The state-combined labor groups fought hard for repeal through election of pro-labor members to the state legislature. Victor Bussie, a Firefighter, is president of the combined state labor group (Louisiana State Union Council); E. J. Berg is secretary-treasurer and Gordon

Florey is executive vice president.

Repeal of the state law means that some 200,000 union members in Louisiana will again be free to negotiate union security agreements, including the union shop. In order for labor to win, it had to overcome determined opposition by roadbuilding contractors, the sugar cane industry and the Louisiana State Farm Bureau.

## P R Coup In West

The Western Conference of Teamsters has pulled a public relations coup out in Seattle that has everyone beaming.

It all began when the union offered to pick up the tab on a quarter-sponsorship of 108 Seattle Rainiers (Pacific Coast League) baseball games that are being televised this season. This entitled the union to five one-minute spots of advertising which the Teamsters in turn offered to any charitable organization in the area wanting to make use of the TV time. So far, according to a story

in a recent issue of *Advertising Age*, more than 30 organizations have been able to tell something of their work, their aims and in some cases their needs to an audience they would not otherwise have been able to reach.

To handle the sponsorship, the Teamsters group set up a community service department under Ed Donohoe, publicity director.

Hal Baetz and Bea Murray are serving as full time staff members of this department, assigned to TV.



# AFL-CIO DEDICATES NEW HOME

**T**WO presidents shared a single platform last month and both beamed their approval at what they were witnessing.

The presidents were Dwight D. Eisenhower, President of the United States, and George Meany, president of the AFL-CIO. The occasion was the formal dedication of the merged unions' new headquarters building in Washington, D. C.

"Since I last visited you at the cornerstone laying of this building, the most significant thing has been the merger of the AFL-CIO," President Eisenhower told the 2500 guests and spectators which included General President Beck, Teamster staff members and guests.

President Meany reminded the gathering that the building was "dedicated to its real owners—the 15 million American working men and women who are now united under the banner of the merged labor movement."

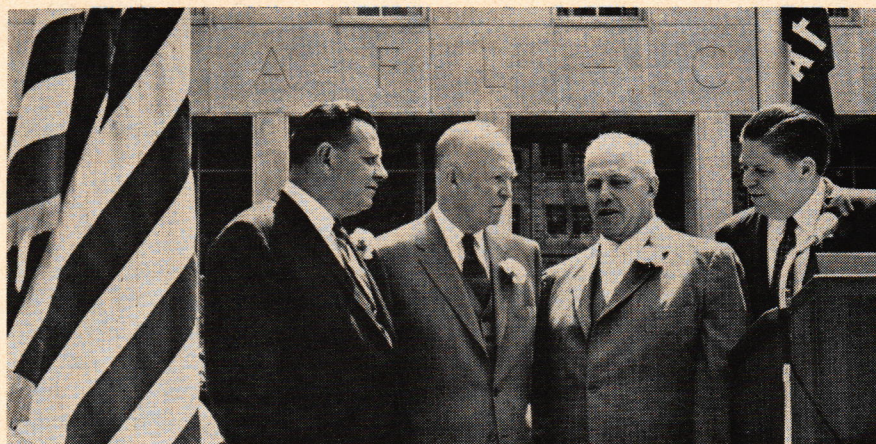
Arriving with the President in his custom-made limousine were Secretary of Labor Mitchell and Presidential Press Secretary James Hagerty.

The dedication ceremonies took on an international flavor with the appearance of Canadian Labor Congress Executive Vice President Gordon G. Cushing, representing the International Confederation of Free Trade Unions, and Donald MacDonald, representing the CLC. Tom Gates of the Seamen's Union was delegated by the British Trades Union Congress and Gen. Sec. Luis Alberto Monge represented the Inter-American Regional Organization of Workers (ORIT).

After the ceremonies, President Meany guided President Eisenhower through the eight-story edifice and pointed out the various architectural and artistic innovations within the building. The President was particularly impressed with the classic six-color mosaic that encompasses the building's entire main lobby wall.



This is a partial view of the crowd which gathered before the AFL-CIO headquarters building on dedication day to hear Presidents Eisenhower and Meany.

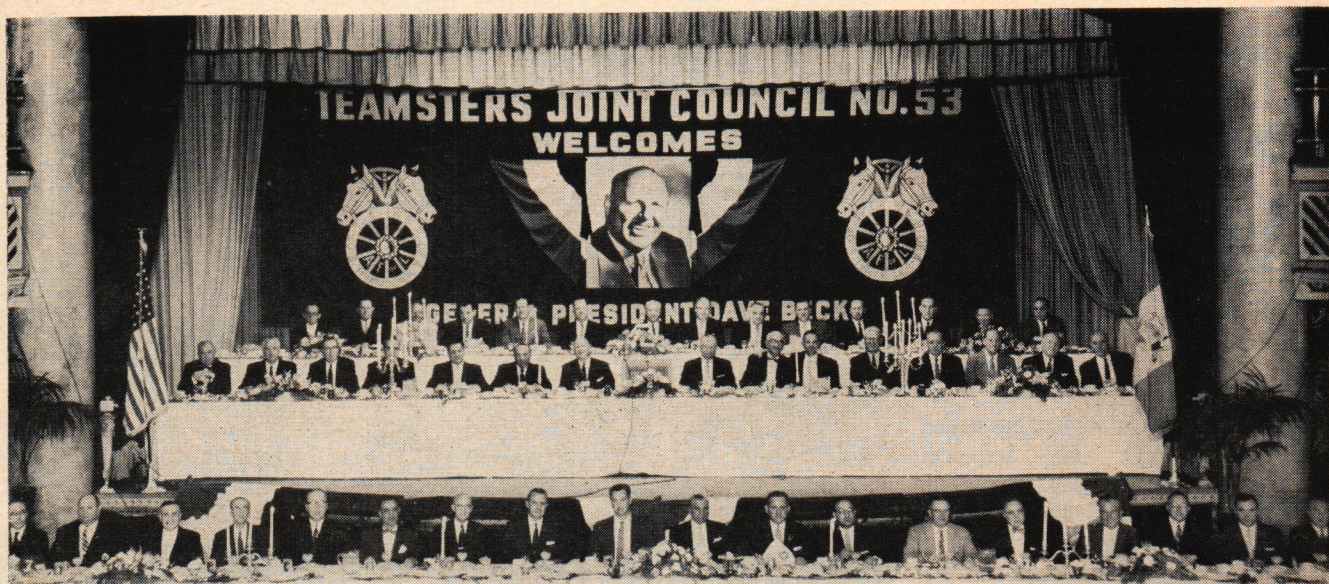


On the dedication platform from left: AFL-CIO Secretary-Treasurer Schnitzler, President Eisenhower, President Meany, Labor Secretary Mitchell.



Mural just inside lobby depicting labor in America drew thongs of lookers on tours of the building before and after the colorful dedication ceremonies.





## Joint Council 53 Honors Beck

*Over 500 Teamsters and Guests  
Hear General President Sound Plea  
For Understanding and Responsibility*

**A** STRONG plea for mutual understanding and an exercise of a full share of responsibility by labor in the free enterprise economy was made by General President Dave Beck at a dinner in Philadelphia marking the beginning of an intensive Teamster organizing drive in that area.

The dinner, held May 24 in the Bellevue-Stratford Hotel, was sponsored by Joint Council 53. More than 500 Teamsters and their guests were present. Included among those attending the dinner were Senator James H. Duff, several congressmen and other public leaders of both major political parties.

John Backhus, president of the joint council, presided at the meeting and Mr. Beck was introduced by Larry Steinberg, Toledo, Ohio, temporarily assigned to the Philadelphia area to get the organizing drive under way. Before the dinner Mr. Beck conferred with Raymond Cohen, secretary-treasurer of the joint council, Mr. Backhus, Mr. Steinberg and others regarding the plans and program blueprinted for

the organization effort.

In addition to the general president's, short addresses were given by General Secretary John F. English and Senator Duff. In his remarks Mr. English complimented the joint council on its progress and forecast "real success" in the forthcoming organization drive. He compared the present day status and progress of Teamsters with the hardships attendant on early organization efforts.

Senator Duff in a short address commented on the achievements of the free democratic system under which working people can better their lot and lift their standards of living. He pointed out that America is a nation of many stocks and has gained strength and solidarity through a fusion of many cultures and backgrounds. He praised the organized labor movement in America and paid special compliments to the International Brotherhood of Teamsters and to its general president.

President Beck devoted much of his discussion to the free enterprise system of economy and the role

which labor must play in that system to keep it functioning in behalf of all the people.

"We must never forget the system under which we are living, the system of freedom where people have the right of association—working people and employers work together. We have grown great as a nation through strong and constructive leadership. Business leadership has overcome the many obstacles to great economic progress. Labor leadership has played its part in contributing to the overall success of our dynamic economy.

"Labor must realize its place and accept its responsibilities. The trade union movement has an important part to play and in this part we must, as trade unionists, realize that we cannot seek unless we give. We must do our share in producing. We must contribute to the success of our economy before we can receive the benefits from that economy. There are no short cuts."

Touching on the political scene, President Beck said that labor belongs to no political party, but that



union people must support their friends. Working people should realize their responsibilities as citizens at every level and take part in the public affairs of the community, the state and the nation, he said, and that means, added Mr. Beck, that every citizen should see that he is registered so he can vote—vote according to the dictates of his own conscience, not the way someone tells him to vote.

As a student of the economy, Mr. Beck pointed out that we are living in a serious period—on “the thin edge” of credit control, as he put it. He said the Federal Reserve Board should not change the credit structure too rapidly, but should seek to maintain a delicate balance between inflation and deflation. He said that the Board should realize the great importance of credit upon which much of the economic life of the nation rests and treat that structure with the consideration it deserves.

“Expansion of the trade union movement will depend upon a thorough understanding of our economic system, its many complexities, and the part which labor must play. This expansion also will depend upon the development on the part of labor of sound leadership which works with the business community in solving problems of mutual interest—and we must always realize that we cannot take something out of the bucket unless we put something into it. We must realize that progress will come from the prosperity of our industries and our employers,” the general president said.

President Beck blasted those who would give labor unions a bad name and said that the International Brotherhood of Teamsters “has no room for racketeers and subversives . . . we’ll weed them out when we find them.”

The guests at the joint council dinner included Teamsters and leaders in public affairs. In addition to President Beck and Secretary English from Washington, a number of staff members and four vice presidents attended. Vice Presidents John T. O’Brien, Chicago, Ill.; Thomas L. Hickey, New York City; James R. Hoffa, Detroit, Mich., and



DAVE BECK

Einar Mohn, Washington, D. C., were present.

Headquarters personnel at the dinner included Robert L. Graham, William Mullenholz, Abraham Weiss, Lewis C. Harkins, William Griffin, Thomas Owens, Fred Tobin, J. Albert Woll and Gerald Treanor.

Other guests at the dinner included Harold Gibbons, secretary-treasurer of the Central Conference of Teamsters; Thomas E. Flynn, chairman, Eastern Conference of Teamsters; Charles Bell, Eastern Conference; John O’Rourke, New York City; R. F. DePerno; David Kaplan; Simon Wampold, Reverend Joseph Gross, Walter I. Davidson, county commissioner; Thomas McBride and Edward Davis, attorneys; Anthony Matz, president of the Firemen & Oilers; Joseph McDonough, Pennsylvania Federation of Labor president, and Edward Cheyfitz.

Among the judges present were James Crumlish, Leonard Propper, Maurice Sporkin and J. Sidney Hoffman. In addition to Senator Duff, several members of the House of Representatives were present including Congressmen William Green, Jr., William A. Barrett, James A. Byrne, Earl Chudoff and Hugh Scott.

At the head table were joint council executive board members and Raymond Cohen, Local 107 secretary-treasurer and organizational committee chairman. In addition to President Backhus those at the head table were Vice President John L. Smith, James J. Stoltz, secretary-treasurer; George A. Dugan, recording secretary; Thomas McDonnell, Robert Schell and Frank Weaver, trustees.



SEN. JAMES H. DUFF



LARRY STEINBERG



JOHN BACKHUS



RAYMOND COHEN



F. I. L. T. A. T.  
FEDERAZIONE ITALIANA LAVORATORI TRASPORTI e AUSILIARI del TRAFFICO

ADERENTE ALLA  
CONFEDERAZIONE ITALIANA SINDACATI LAVORATORI (C.I.S.L.)  
ED ALLA  
FEDERATION INTERNATIONALE DES OUVRIERS DU TRANSPORT (I.T.F.)

Roma 29 maggio 1956  
VIA CICERONE, 28 - TELEFONO 386.748

Prot. N. 1214 EL/mls

OGGETTO:

Mr. DAVE BECK  
Général President "Teamsters"  
100 Indiana Avenue, N.W.  
WASHINGTON, D.C. (U.S.A.)

Caro Beck,  
il 15 dello scorso mese di Aprile si è chiuso il primo anno di attività degli Uffici Organizzativi Regionali istituiti da questa Federazione grazie alla Tua generosità, alla Tua lungimirante liberalità, al concreto spirito di fraterna solidarietà degli amici lavoratori americani aderenti alla potente Organizzazione Sindacale da Te autorevolmente diretta.

Ogni due mesi noi abbiamo dettagliatamente informato l'amico Omer BECU, Segretario Generale della Federation Internationale des Ouvriers du Transport (I.T.F.), oltrechè sui concreti risultati conseguiti, sul piano del potenziamento organizzativo della nostra Federazione, sugli ostacoli che abbiamo incontrato, chiedendo ed ottenendo suggerimenti, consigli, fraterna guida per il superamento delle difficoltà rilevate.

Unica nostra preoccupazione: ottenere risultati proporzionati allo sforzo finanziario che la Tua generosa comprensione ci aveva consentito.

Ci sia consentito oggi, in sede di valutazione consuntiva del primo anno di attività, direttamente assicurarti che i risultati conseguiti sono stati tali da superare ogni più ottimistica previsione. La nostra Federazione ha raggiunto e consolidato in molte delle Province interessate al piano di potenziamento posizioni di guida dei lavoratori Italiani dei Trasporti: in alcune Province l'aspirazione della nostra forza organizzativa sul piano di Organizzazione maggioritaria è un fatto compiuto. Il futuro non potrà che consolidare le posizioni raggiunte. Ci auguriamo di poter contare sulla Tua generosa promessa per una possibile proroga del piano. Ci permetteremo, in proposito, intrattenerti quanto prima.

Questo abbiamo voluto comunicarti perchè sappi, e con Te sappiano gli amici lavoratori americani, che il sacrificio compiuto per l'invio dell'aiuto finanziario trasmessoci tramite l'I.T.F. non è stato vano, ma ha risposto alle comuni aspettative. L'avvenuto riscatto di alcune migliaia di lavoratori italiani al libero e democratico sindacalismo è da ascrivere a Vostro merito. Questo noi dirigeremo della Federazione, questo i lavoratori italiani dei trasporti, riteranno come esempio della più viva ed operante solidarietà internazionale dei lavoratori.

Fraternali, cordiali saluti.

IL SEGRETARIO NAZIONALE ORGANIZZATIVO  
(Enzo LEOLAI)

*Enzo Leolai*

IL SEGRETARIO GENERALE  
(Gaetano ABATE)

*Gaetano Abate*



*Italy's Free Transport Workers, Beneficiaries  
Of Advice by President Beck and Financial  
Assistance from International, Report Big  
Gains in Organizational Program and Say:*

## THANK YOU, TEAMSTERS!

**T**EAMSTER help to Italian counterparts of the Teamsters is helping to show real organizational results in Italy, according to word received from FILTAT (see facing page) in iana Lavoratori Transportie Ausiliari del Traffico.

General President Dave Beck recently received a letter of thanks from FILTAT (see facing page) in which Secretary General Gaetano Abate expressed the thanks of the federation to the International Brotherhood of Teamsters.

### TRANSPORTATION GIFT

Two years ago Mr. Beck visited the Italians while he was in Europe to attend the 1954 congress of the International Transport Workers' Federation. During that visit the general president, on behalf of the Teamsters, presented a Fiat car. In his report on the European trip Mr. Beck pointed out that one of the difficulties of the FILTAT officers was in getting around Italy. These people, he wrote, have to take trains or hitchhike whereas the Communist labor officers have cars and motor scooters. The Fiat was given the federation and this was followed with donations of approximately \$30,000 from American Teamster members.

In 1954, Mr. Beck said that about 55 per cent of the organized teamsters in Italy were members of Communist unions and about 45 per cent in the FILTAT affiliates. The general president was interested to discover that the FILTAT organization

had adopted a facsimile of the International Brotherhood of Teamster's insignia—the horses' heads and wheel—as its emblem.

The letter of thanks from FILTAT which appears on the facing page is given in translation below:

Roma, May 29, 1956  
Via Cicerone, 28  
Telephone 386,748

Mr. Dave Beck  
General President, "Teamsters"  
100 Indiana Avenue, N. W.  
Washington, D. C., U. S. A.

DEAR MR. BECK:

The 15th of the past month of April closed the first year of activity of the instituted Regional Organized Offices of this Federation, thanks to your generosity, your farseeing liberality, and to the concrete spirit of fraternal solidarity of American fellow-workers, adherents to the potential union organization so competently directed by you.

Every two months we have informed, in minute detail, friend Omer Becu, secretary-general of the International Federation of Transport Workers (I. T. F.) of consequent concrete results on potential organizational plans of our Federation, and of the obstacles we have encountered, asking and obtaining suggestions, advice and fraternal guidance for overcoming such difficulties.

Our only preoccupation is to obtain results commensurate with the financial effort to which your gen-

erous understanding had agreed.

Let us assure you today that, in an evaluation meeting of the first year's activities, results were such as to exceed every expectation. Our Federation has reached and consolidated positions of leadership with Italian transportation workers in many of the Provinces interested in the potential plan; in some Provinces the hope of our organizing strength regarding a major organization is an accomplished fact. The future cannot but consolidate present positions. We hope to be able to count on your generous promise for a possible extension of the plan. Regarding it, we will inform you as soon as possible.

### ANSWERED HOPES

This we have wished to communicate to you that you may know—and with you—American fellow-workers might know that the sacrifice undertaken by the sending of financial aid transmitted to us through I. T. F. was not in vain but has answered common hopes. The future return of some thousands of Italian workers to free and democratic unionism is ascribed to you. This we, the leaders of the Federation and this, the Italian workers of transportation, will remember as an example of the most fervent and living international solidarity of workers.

Fraternally, cordial greetings,  
Secretary of National Organization  
ENZO LEOLINI  
Secretary General  
GAETANO ABATE



# EDITORIALS

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## *Loss to Labor and Nation*

The death of Matthew Woll takes from the American scene one of its most colorful characters and one of labor's great leaders.

The career of Mr. Woll spans the period from Samuel Gompers to the present day. He was an architect of much of the structure of present-day organized labor through his active role in the Executive Council of the American Federation of Labor.

Many of the policies of the AFL for many years bore the stamp of his philosophy and his intellect. His service as long-time chairman of the Resolution Committee was one in which he distinguished himself and contributed to the advancement of labor's cause to all his affiliates and to all the world.

Mr. Woll was an early and constant foe of subversion in every form and his leadership in the field of international relations helped in the formulation of strong anti-Communist policies in an era when strong action was not nearly so popular as it is today.

Interest in the many aspects of labor led to working with various areas of organization—label trades, labor press, insurance, etc. Wherever he worked, Matthew Woll was able to make useful contributions. He was an able aide to three AFL presidents—Samuel Gompers, William Green and George Meany. His passing is a loss both to labor and the nation.

## *Aid for the Aging*

One of the areas of our social life which is receiving great attention is that concerned with problems of the aging. Government and private agencies, publications, fraternal and labor groups are all looking into the problems created by the changing character of our population with its increased numbers of elderly citizens.

Man's life expectancy in the last half century has increased from 46 years to 66 years and our population of all those over 45 is increasing far more rapidly than the rest of the population.

The problems created in this new era of an aging population are many. At a recent conference on the aging in Washington it was disclosed that 12 different Federal agencies are concerned with some one or more aspects of the aging. Each of the following has some direct concern with older people: the Departments of Agriculture, Commerce, Interior, Labor, Treasury and Health, Education and Welfare; Civil Service Commission; Housing and Home Finance Agency; National Science Foundation; Office of Defense Mobilization; Small Business Administration and the Veterans Administration.

While many of the agencies, both public and private, are concerned with such problems as income, housing and other economic phases of old age, there is one other aspect we would like to note. This other, and less tangible, is concerned with human dignity. No one has stated this better than Dr. Martin Gumpert, one of the world's authorities on geriatrics.

On this phase of old age, Dr. Gumpert said:

"We must learn to discover or to rediscover human values as powerful and vital social agents of which our present society is in bitter need. By accepting the contributions of old age to human dignity and human wisdom, we will remove the curse which now makes an important and prolonged part of our life span, a dreaded dark corner of misery. By accepting old age and its peculiar ways of living as an active part of our community, with equal rights and responsible functions, we shall render a good and necessary service to our society as a whole."

## *Sixty Years of the ITF*

This year marks the sixtieth anniversary of the International Transport Workers' Federation. The twenty-fourth biennial congress of the ITF will be held in Vienna this month and the delegates there can look back with satisfaction at a colorful and constructive past.

The ITF is not as well known perhaps as it should be in the United States and the fault lies, no doubt, in the fact that affiliates in this country do not publicize the activities of the agency adequately. In this regard we may plead some measure of guilt along with other segments of the organized transport industry.

Much of the work of the ITF is concerned with seagoing transportation workers and perhaps for that reason we hear too little of many achievements of the agency. We should note that in the 60 years of the ITF it has fought for the human rights and human dignity as well as for better hours, wages and conditions through some of the most turbulent periods of history.

The ITF fought against the Neanderthal policies of nineteenth century management philosophy and through two world wars, depressions, and the rise of dictatorships and totalitarian regimes from the right and the left.

The work of the ITF in World War II was substantial indeed on the side of freedom. The contributions to freedom and decency in peace and war have been great. We wish the ITF many more years of constructive and useful service to working people in the transport industries and we salute the agency and its able leader, Omer Becu, on the eve of its biennial congress in Vienna.



## *The Home Stretch*

Congress is in the home stretch and as this is written is making a serious effort to adjourn this month or early in August. The call of the hustings is strong because all of the members of the House of Representatives and a third of the Senators are up for re-election. All want to get home and campaign before their constituencies.

It is too early to assess the work of the present Congress. There is a chance that Congress will add to the bills already passed others which will make the batting average considerably better than it appears in late June.

Teamsters have a strong interest in any legislation affecting labor and likewise an interest in legislation affecting the transportation industry. The new highway bill falls in this later category since it will have a strong affect on both labor and trucking.

The new law will call for a large volume of construction work which will mean jobs for the building and construction trades. The roads to be built will be real assets to America's economy and will materially aid motor transportation. Today trucking is suffering, along with other segments of industry, from traffic congestion. New roads will help in realizing the real potentials of motor transport.

## *Mutual Aid Pays Off*

In this issue of THE INTERNATIONAL TEAMSTER are illustrations of the effectiveness of mutual assistance through agreements with other international unions.

On page 28 Vice President Einar Mohn's address to the Amalgamated Meat Cutters & Butcher Workmen is reported. Mr. Mohn was invited to the general convention of that organization by General President Earl W. Jimerson and Secretary Patrick E. Gorman. He addressed the Butcher Workmen in convention and discussed the mutual aid pact which was signed by that union and the Teamsters more than a year and a half ago.

The success of the Teamster-Butcher pact has been cited in this journal on several occasions and it is interesting to note that the delegates in convention heartily endorsed the report of the success of the mutual assistance program. We are glad that the two unions have joined together in an organizing endeavor and the promises which were held forth at the time the agreement was signed in Los Angeles in 1954 are being confirmed.

On page 13 is a report of a meeting of the four unions in the "Four-Way Pact." This pact includes Teamsters, Carpenters, Operating Engineers and Laborers. These unions joined together to work along parallel lines in the highway and heavy construction field. This agreement was signed in part as an affirmative measure to advance the aims of the four unions in the highway and heavy building field and in part as a counter-measure designed to protect the four unions against the inroads of District 50 and non-union contractors.

The unions in their Washington meeting reviewed the activities of the National Joint Committee since its

organization in late 1954. Encouraging progress has been made by the four unions in their selected field of action.

These four unions in their basic policy statement set forth two aims which have been largely responsible for the success of the mutual aid enterprise. The unions decided that complete unity is necessary in their field on the part of the four working together. They also decided that they would not permit jurisdictional differences to cause work stoppages.

This policy has meant assurance to contractors in bidding highway and heavy construction jobs that they would not be held up by jurisdictional disputes. Procedures have been set up whereby any disputes arising can be settled at the local or area level and if undecided there can be appeal to international representatives and hence even up to the general presidents of the four internationals. The fact is that the machinery has apparently worked well. And in working well it has helped to contribute to peace and progress by employees in the highway and heavy construction field.

## *Trouble in the Farm Belt*

There is trouble in the farm belt—and it is more than political trouble.

Reports indicate that sliding prices are having widespread repercussions all along the economic front. That this is so should not be news to anyone, least of all to organized labor who realizes that if the farmer suffers, we all suffer.

Declining economic conditions in the farm belt are quickly transmitted through a sort of chain reaction to other segments of the economy. If the farmer cannot sell, he cannot buy. If he cannot sell his goods at a decent price, he does not have the purchasing power with which to provide himself and his family with the comforts and necessities of life.

If the farmer curtails his purchasing power, the local shopkeepers, merchants, implement dealers, automobile salesmen, hardware and appliance merchants, lumber yards and even banks suffer and quickly. When these people suffer, their purchasing power dries up and before you know it the decline in purchasing power has backed up in effect to the producer in the factory and the man on the assembly line is laid off.

And it hardly needs to be pointed out when this sort of thing takes place, Teamsters suffer, for their work cuts across economic lines at every stage. They distribute and deliver all along the line and if there ceases to be needs for delivery and distribution, Teamsters like men on assembly lines are out of work.

And so it goes. The farmer is not solely a political target or an object of great political solicitude. He is a major segment of the economy and he must get along—just as the purchasing power of workers in the city must be kept up. In all the conversation about the "farm problem," we need to keep a few elementary facts in mind and the most elementary is that we all depend on each other—farmer-worker-consumer.





# FARM TO DOORSTEP

*Without trucks, America's most  
important health food—milk—  
could never make the trip!*

**M**ILK is our first food. And it remains one of our most important sources of health-giving nourishment throughout the entire lifetime.

In years past, when America was chiefly an agrarian nation, the matter of putting milk on the family table was a simple one. Nearly everybody was close to a cow, so to speak. Even in the cities, milk-producing farms were near everything, "wagon distance" from homes and small stores.

Then our cities became industrialized. Their size expanded manyfold, pushing the farms outward from the busy areas of factories and commerce.

We became an industrial giant of a nation—but still we needed our milk. And the cow was being moved further away all the time.

For every requirement of national growth, there is an answer. As in so many instances of national need, the truck was called on to give America its daily milk.

## FACTORY DAIRY PRODUCTS

Some 48 per cent of the raw milk coming from America's farms goes into factory dairy products. Around 31 per cent is consumed in fluid form.

Creamery butter represents around two-thirds of the total factory dairy output. Cheese accounts for 13.4 per cent; evaporated and condensed milk, 10 per cent, and ice cream around 7 per cent.

Retail value of all these dairy goods is a whopping eight million dollars a year.

These dairy herds produce a volume of milk every year that would fill a river 3,286 miles long, 40 feet wide and three feet deep. The herds actually got their start from cows brought over to the Plymouth colony in 1624. The Pilgrims had forgotten to bring cows on their initial landing, and lack of milk contributed heavily to their hardship and sickness.

World War II brought a demand crisis on the dairy industry and produced a permanent change in the nation's milk drink habits. Today, we drink 12 per cent more milk per person than we did before the war.

The nation's milk comes from



nearly 25 million cows on 5,382,000 farms.

After the raw milk is processed, trucks again enter the scene. Larger vehicles transport the milk and by-products to supermarkets, neighborhood stores, hospitals, hotels and restaurants.

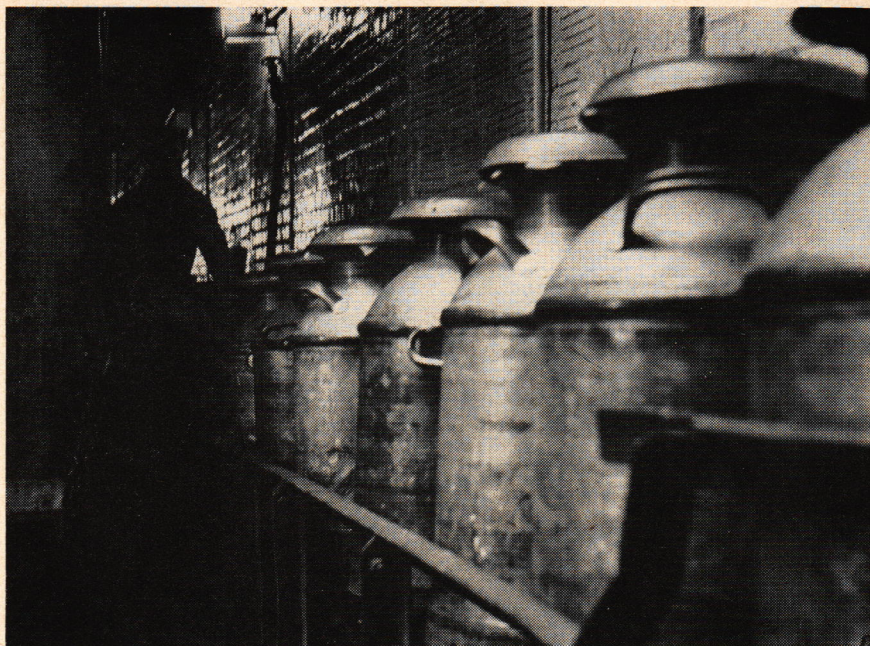
#### TO THE DOORSTEP

Other Teamster-driven trucks deliver milk and dairy products to the nation's doorstep.

From cradle to old age, people need milk—and from farm to doorstep, they depend on truck transportation to supply their daily requirements.

Americans buy 58 million bottles of fresh milk and cream every day.

Trucks are required to move this tremendous volume from farm to

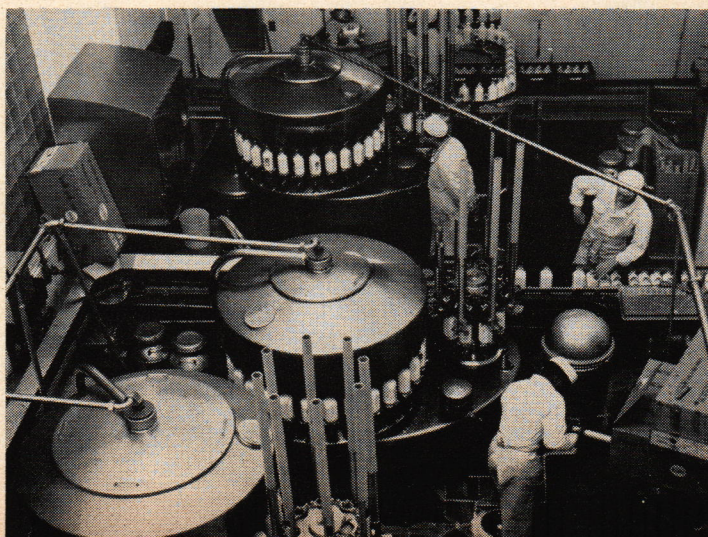


In big containers like those above, or in more modern tanks as below, raw milk is transported from the farm to dairy for processing into wholesome milk products.



Cleaning operations within the dairy plant are of top importance. Milk and its by-products must be free of bacteria. So cleansing takes 25 per cent of time.

Bottling of milk is an all-mechanical operation. Here the fully-processed milk flows into bottles which are immediately capped automatically. Workers take bottles from conveyor and pack them in cases.



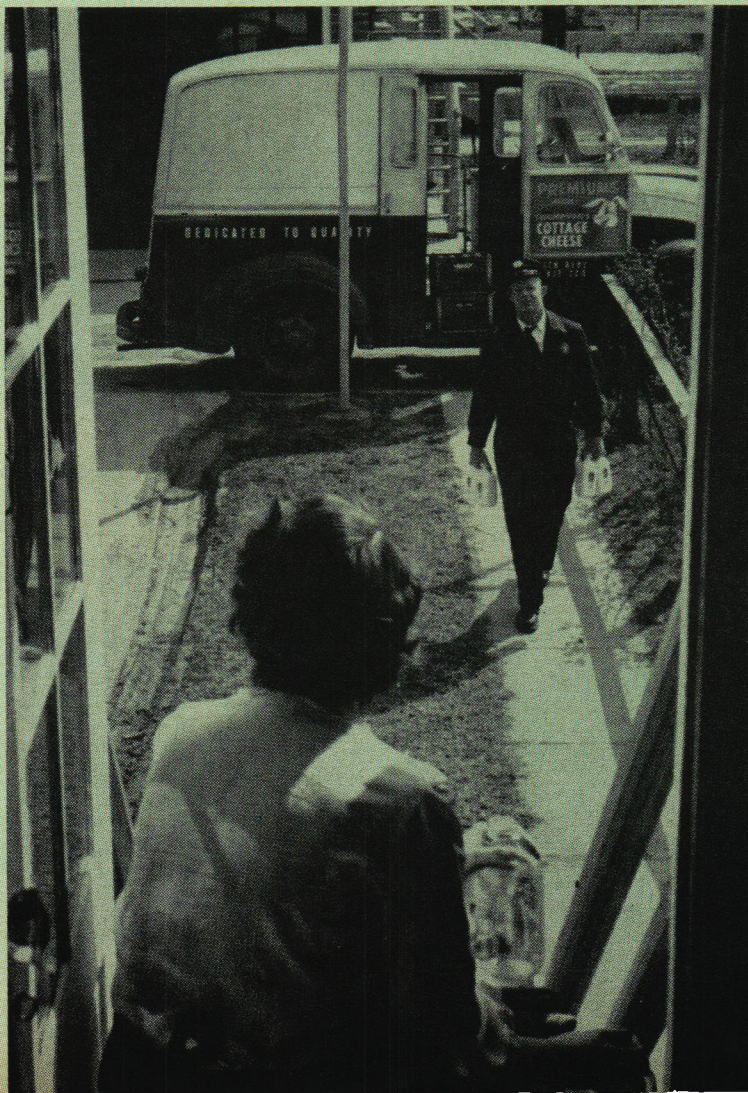




### TO THE SUPERMARKET

Teamsters have the responsibility of seeing that the milk is delivered on schedule to a waiting nation.

### TO THE DOORSTEP



dairy, then to retail outlets and homes.

### HIGHWAYS IMPORTANT

Without highway transportation, the nation's big dairy industry hardly could exist today. And it would be a real hardship—if not an impossibility—for so many Americans to enjoy the healthful treat of a glass of milk, a cheese sandwich, a dish of cottage cheese, a pat of creamery butter, or a mountain of whipped cream on their favorite dessert.

The story of putting these products on America's dining table, of course, begins in the green pastures, where research and scientific farming have created for the nation the finest dairy herds in history.

The raw milk these cattle produce is moved from the farm to the dairy by truck in one of two ways. One, being used less and less, is to collect the milk in containers which are loaded on trucks at the farm. The other—quicker, more economical and safer—is to transport the raw milk by tank truck.

At the dairy, the raw milk is removed for processing. Immediately, the tanks are cleaned thoroughly and sterilized. They are then ready for a return trip to the farm to collect more milk to satisfy the nation's ever-increasing need and taste for dairy goods.

### ... TO THE HIGH CHAIR

The farm to doorstep journey complete, this little Miss America is assured fresh, wholesome milk.





## 'FISHYBACK' PLAN GAINS NEW GROUND

**N**EW developments in the auxiliary type of truck transportation are in the offing with a stepped-up program of trailers-on-ships or the "fishyback" type of freight hauling.

Chief among these developments are:

1. Legislative proposals permitting the Pan-Atlantic Steamship Corporation to charter T-2 tankers from the laid up fleet and convert their decks for trailer carrying.

2. Announcement by the same corporation that it will let contracts this month for the construction of seven "roll-on-roll-off" vessels each of which will carry 284 truck-trailer bodies loaded.

The so-called fishyback system of carrying trailers is a companion to the so-called "piggyback" type in which truck-trailer bodies are transported on railroad cars. In the piggyback system the trailers are loaded aboard flatcars and secured to the car floors for rail shipment and then picked up at the consignee end of the trip by a tractor unit and delivered to the shipper's consignee. Some of the railroad flatcars are specially built in order to make loading and unloading faster and less expensive to the shipper and freight handler.

Pending before the Senate and the House are companion bills introduced at the request of Pan-Atlantic interests. The Senate bill is before the Senate Committee on Interstate and Foreign Commerce under the chairmanship of Senator Warren Magnuson (D., Wash.) and the House bill is pending before the House Committee on Merchant Marine and Fisheries under the chairmanship of Herbert C. Bonner (D., N. C.).

The legislation is significant to Teamsters and to the trucking industry because of its bearing on overland freight transportation. Water carriage, historically, has been cheaper and the fishyback method

of carriage is an effort to take advantage of this fact. At the present time Pan-Atlantic operates two T-2 type tankers which have been converted to fishyback transport and a third tanker is now undergoing similar conversion. These vessels ply between Newark and Houston.

Each T-2 vessel accommodates 58 35-ton trailer bodies which are loaded on and unloaded by the "lift-on and lift-off" method. This method requires special loading cranes and gear which have been devised to fit the peculiar loading requirements. While this method of loading and unloading dry cargo is substantially faster than the traditional methods used at dockside, it is not as fast as the "roll-on, roll-off" system to be used in the proposed new vessels.

The pending bill would permit Pan-Atlantic to charter for a period of five years laid-up Government-owned tankers and conversion into dual purpose (tanker and trailer-carrying) cargo-tankships. For each two tankers chartered the company would have to build one new 32,000-ton 18-knot super-tanker with cargo deck. Such new tankers built would be limited to the coastwise trade for a period of 10 years.

The figure under discussion for charter is 20 tankers and the installation of the trailer carrying devices and the reconversion for truck use would be about \$200,000 per vessel, according to testimony offered before the House Committee by M. P. McLean, chairman of the board of Pan-Atlantic.

Of particular interest to Teamsters are the comments of the witness regarding transport and handling. Said Mr. McLean on the fishyback type of carriage:

"We also know that the dry-cargo operation will prove successful for because of the improved method of handling dry-cargo a shipper will be able to load his cargo at his

warehouse in a trailer body which will be delivered to the consignees warehouse in the same trailer body, thus eliminating the rehandling several times now required. Costly pilferage and cargo damage will thus be minimized, if not eliminated. The cost of loading and discharging the cargo will be substantially reduced and the shipper will get speedy and prompt delivery of his cargo, all at a rate differential which has been historically attractive to shippers of many types of commodities by water."

An argument advanced in favor of the bill was geared to the proposal to help revitalize the American merchant marine and contribute to helping the depressed shipbuilding industry.

While this legislation is pending and there appears substantial support for passage before the current session of Congress ends, Teamsters are looking toward the implications of the July contracts for the roll-on, roll-off vessels. With each vessel carrying 240 trailers, the total hauling would be almost 1,700 truck-trailers.

These roll-on roll-off vessels will be reasonably fast; they are geared for 20-knot speeds. Each vessel will be 650 feet long.

In order to place this type of vessel into service, however, special docking and terminal facilities will be required. Such facilities will greatly speed the loading and unloading of truck units. Estimates indicate that a ship can be unloaded in four hours when the new type vessel is ready and is serviced at the special facilities to be built. This time of four hours will represent a substantial saving over a two and a half day period required for loading or unloading comparable cargo by conventional methods.

Thus Teamsters can see that these new ways of hauling long distance cargo by water will have an impact on other forms of transport—especially of motor transport.

While exact information is not available on the time these vessels will be in service, the sponsors of the new type cargo ships say that the first two should be ready 18 months after the contracts are let this month.



## TEAMSTER - BUTCHER PACT IS PRAISED



Vice President Einar Mohn was a guest speaker at the general convention of the Amalgamated Meat Cutters and Butcher Workmen in Cincinnati, Ohio, last month. He is shown above (right) with Vice President Max Block, New York City, of the Meat Cutters.

**T**HE effectiveness of the Teamster-Butcher pact was praised by Vice President Einar Mohn last month in an address before the general convention of the Amalgamated Meat Cutters & Butcher Workmen in Cincinnati, Ohio. Mr. Mohn spoke as representative of General President Dave Beck who had been invited to the convention by President Early W. Jimerson and Secretary Patrick E. Gorman.

Mr. Mohn traced the development and operation of the Teamster-Butcher agreement and said that real labor unity must be achieved by implementation at the local level at which local leadership and membership learn the value of teamwork in a common cause.

Referring to the attitude of the International Brotherhood of Teamsters on the pact, Mohn said, "... for the Teamster side of the committee, I want to say that we are 100 per cent sold on it. It shall be continued with our full blessing and support, financially, morally, and in any other way that it can carry out the objectives that we started out to achieve."

Mohn praised the general presidents of both the Teamsters and Butcher Workmen for giving the joint committee a free hand in developing an organization program. In this program the members developed procedures for settling differences which might arise in the field.

During the past year, the speaker said, 49 disputes had been settled under the machinery set up by the committee. Without this machinery, Mohn said, "these disputes could have festered out into the areas, created hard feelings and caused bad relationships between the two unions."

Commenting on Teamster activities, Vice President Mohn said, "We have approximately 900 local unions. We paid tax to the American Federation of Labor-CIO for the month of May on 1,534,000 members. Our local unions employ at least 10,000 paid representatives throughout the United States and Canada. I have no idea how many contracts our local unions have, but they will run into many, many thousands."

"I think I can safely say without fear of contradiction that out of the 10,000 representatives we have that there isn't one-half of one per cent who have forgotten their responsibilities to their local unions and the people they represent, or whose loyalty to the International Union can be questioned in the slightest degree. I think I can safely say that not one-half of one per cent of the 900 local unions we have have not done an honest, conscientious job of representing their people."

The speaker said that does not justify even that one-half of one per cent and that the Teamsters are determined there shall not even be that much. He said that it is the responsibility of labor unions at every level to conduct themselves above reproach, but he also added that what few exceptions there may be in the labor movement should not be an excuse for the public to say that the labor movement is basically bad.

In closing Mr. Mohn said "... there is so much to be done in this country, there are still hundreds and hundreds of thousands of people unorganized. There is so much to be done in the field of legislation, fighting within the states to prevent legislation that is designed to put us out of business and fighting up here in the Congress of the United States to see to it that we don't lose some of the gains that we have made. There is so much to do for all of us that we should have very little time to be engaged in fighting one another."

"We ought to dedicate ourselves to do a real job of completing organization in our respective jurisdictions and to join together and stand up for that which we feel and believe is right as far as it may benefit our membership, and to exert all of our efforts and energies in doing something constructive. That we believe in sincerely."

"It was on that basis that we joined in with the Amalgamated, and we are very, very happy that we have had the success that we have been able to achieve over the past year and a half, and we certainly are asking that this agreement and understanding and its work and purposes be continued."





## NORTH COUNTRY TEAMSTER

**S**O YOU think you have it tough, Mr. Business Agent?

How would you like to travel 150 to 200 miles to make a telephone call and find the phone a radiotelephone which might be disrupted by celestial highjinks making conversation almost impossible? How would you like to buck winters in an area which has 13 feet of snow and temperature 40 below?

How would you like to depend on small one-engine planes for hops over the desolate bush country and find yourself almost making a forced landing on a glacier or how would you like to encounter an angry timberwolf and have to do him in with a wrench to save your neck?

These and other aspects of Teamster organizing activity are routine to James Groat, Central Conference of Teamsters' representative in Canada's Lakehead Region (Thunder Bay District).

Jim Groat, in giving a progress

report of Teamster work in the Lakehead area at a recent Canadian Conference of Teamsters session in Toronto, had even his blase countrymen on the edge of their chairs with his tales—adventure stories to them, but routine business as part of the everyday job of pushing the frontier of Teamster organization forward in one of North America's most challenging areas.

Jim Groat had been business agent and president of Local 879 in Hamilton, Ont., ten years when he was tapped by the Central Conference to go into the Lakehead Region and see what could be done to push Teamster membership rolls forward. That was in May, 1955.

When the new organizer arrived on the spot, he found that Local 990 had 350 members, 85 per cent of whom were in dairy work. The membership might have been comparatively small, but the job was big and so was the territory.

The area covers 1,000 square miles and 90 per cent is bush country—rough and rugged. The area is 200 miles northeast of Duluth, Minn., and 400 miles east of Winnipeg on the edge of Lake Superior. Port Arthur and Fort William, twin cities of the region, have about 70,000 people and there are a few smaller places such as Nipigon with 5,000, Geraldton with 3,500 and Kenora with 5,000.

By and large, the territory does not abound with cities and heavy traffic is not one of Groat's problems. But the area is richly populated with plenty of wild game, as anyone who has driven through the Lakehead at any time of the year can testify.

One morning about three o'clock Jim was tooling along on a long jump between meetings when a giant timberwolf tangled with his left front fender and forced the car to

*(Continued on page 32)*





# TEAMSTER TOPICS

## Century of Progress

Duluth, Minn., Locals 32 and 346 report that ripples of excitement are being felt by everyone in this town as final preparations to celebrate a century of progress get underway.

The highlights of this centennial celebration, according to Local 346 Secretary-Treasurer Gilbert W. Ewer, will be held the first week of August, the anniversary date.

The first settlement in Duluth was established in 1630 at Fond du Lac

while the first permanent settlement in Duluth proper began in 1852.

In 1856 the village, consisting of 14 buildings, was named and made the seat of St. Louis County. The following year the town of Duluth, situated on the extreme Eastern tip of Lake Superior, was incorporated.

### CORONATION DATE

On August 3 the centennial program will open with the coronation of a Centennial Queen at Ordean Park and continue through until

August 12 when a time capsule ceremony will climax the festivities.

Duluth has a proud and rich manufacturing heritage. Iron ore deposits (five-eighths of the iron ore produced in this country and more than 25 per cent of the world production is mined within a 100-mile area of Duluth), grain, dairy products, the vast forest area, and the strategic location of lakes and railroads make this town a diversified manufacturing district.

We salute Duluth, Minn., on their 100th anniversary and wish them another 100 years of continued prosperity and progress.

## Teamsters Honored for Polio Fight Support



Joseph Trerotola (extreme right), president of Local 607, New York City, is shown accepting a certificate of appreciation from the New York March of Dimes organization in recognition for the many years support from Local 607. Left to right: Frank Gallon, Local 607 secretary; Adrienne Athos, Manhattan's March of Dimes Girl of 1956; Robert Weinberg, New York area labor director for the March of Dimes, and Mr. Trerotola. The local has contributed more than \$15,600 to the fight against polio and continued support of the patient care and rehabilitation program was promised by the Local 607 officers.

## University Program

"Life is growing more complex every day and these complications have their effect on the problems arising in the job situation."

To meet these problems twenty-five young union officers met three hours a week over a period of nine months at the University of Chicago studying all phases of union administration from collective bargaining to public relations.

Last month they gathered together in a body for the last time before going back to their respective localities, and listened intently to the words of Chicago Federation of Labor President William A. Lee printed above.

Appearing as the principal speaker at the graduation banquet, CFL President Lee told of the days when labor organizations were relatively small and one man was responsible for many activities. Today, no union can depend on any individual to have all the know-how and physical energy to give the time and effort required by our burgeoning unions.

Harry Brinker, Local 726, International Brotherhood of Teamsters, attended the nine-months course at the University.



# WHAT'S NEW?

## Check Your Brakes Without Plug Removal

A new brake gauge gives a quick and positive visual check of the brake fluid level in the master cylinder, without removing the plug. The unit consists of a glass reservoir holding generous reserve supply of brake fluid, clamp attachment to replace master cylinder filler plug, neoprene connector hose, and fittings. It is easily installed on the firewall under the hood.

To check the brake fluid level in master cylinder, just glance at the glass reservoir mounted on firewall. If there is any fluid in the reservoir, you know the master cylinder is full. The swing lid permits easy refilling of reservoir and the sediment trap prevents foreign matter from entering braking system.

## Hands Free With Footlock Vise

No hands are required to operate a new two-pedal footlock vise using neither air pressure nor hydraulics. The action is completely mechanical. When the operator presses the foot pedal, the automatic vise instantly clamps or releases a piece of work. The use of the foot pedal also eliminates the need of a helper to load, as a slight body pressure moves the jaw into position.

The vise is available in a 4½-inch jaw width and a 6¼-inch depth. The height can be adjusted according to the operator.

## Drill Press for Shop Assembly

The purchaser can save the cost of assembly with a do-it-yourself kit for erection in the shop of a 17½-

ton drill press for shop work. Complete with pins, bolts, spacers, ram holding plate, channels, and angles all pre-cut to size, the kit has a total weight of 180 pounds. To assemble, merely prick, punch the holes, paint and assemble. Except for the powerhead, the unit stands 58 inches high.

## Seat Base With Versatile Features

By means of a hand pump or through operation from the vehicle's air supply, a driver's seat can be raised, lowered or adjusted for degree of cushioning with a new seat base marketed from Los Angeles. Featuring a pump for hand operation, it can also be adapted for operating from the vehicle's air supply. It operates on about 5 pounds of air pressure and riding is controlled by adjusting a knob to obtain any degree of cushioning. Glide adjusting shoes have a 4 to 5-inch fore and aft adjustment. The base comes ready to install without the seat.

## Strap for Coupling Spray Paint Hoses

The standard-sized air and fluid hoses used in spray painting can be quickly and easily snapped together by use of a new reusable, spark-proof metal strap from a Chicago firm. The strap locks the two hoses into a single unit in a matter of seconds and twisting and kinking are thereby greatly reduced. The strap can be undone quickly and reused several times.

## Firm Introduces New Mobile Speaker-Mike

A new transistorized dynamic microphone has been introduced for mobile radio applications. The microphone features a specifically-designed dynamic element employed in conjunction with a built-in transistor preamplifier. This transistor preamplifier, an integral part of the microphone, boosts the dynamic output to conventional transmitter input level, eliminating the need for

a preamplification at the transmitter. This technique is said to overcome the noise pickup problem inherent in mobile installations. The new development is also available as a dual purpose dynamic "speaker-mike" which functions both as a full-output communications-type loudspeaker as well as a dynamic microphone. It can be conveniently mounted and held near the operator's ear to overcome high ambient noise.

## New Deck Paint Retards Slipping

Floor and deck paint with the advantage of being slip-retardant is now being marketed. The slip-retardant agent incorporated in this high quality enamel is non-metal and hence sparkproof. Having proved effective where oil, grease and water cause slippery surfaces, the new anti-slip paint may be applied by spray or brush.

## Describe Features Of New Hand Pump

A new hand pump series, available as a barrel or pedestal pump, or with hose and nozzle delivery for refueling of truck and tractor equipment on the job, is described as low-cost 20 gpm positive-displacement, self-priming, piston-type. Included among the features are stainless steel liner and shaft, aluminum body and piston, corrosion-resistant valves, molded plastic bearing and built-in strainer.

## Safety Feature for Braking System

An Oklahoma City manufacturer has developed a simply-installed device of significant safety value. It is a safety brake that takes over and seals the damaged section when there's unequal pressure from a leak or break in the braking system. This leaves the other sections in working condition. Installation of this safety brake unit is easily accomplished without special tools and using the original feed lines to the cylinders.



# LAUGH LOAD

## Fooling Fate

Pat and Mike were obliged to halt their heavily loaded cart to make way for a funeral. Gazing at the procession, Pat suddenly remarked:

"Mike, I'd give five hundred dollars to know the place where I'm going to die."

"Well, Pat, what good would it do if yez knew?"

"Lots," said Pat, "Shure I'd niver go near the place."

## Big Opportunity

"Hey, what's the rush?"

"Going to buy a car."

"But why be in such a hurry?"

"I found a parking spot."

## Who Can?

A violinist stopped in a London music shop and asked for an E-string. Placing a large bunch of strings before the customer, the storekeeper remarked, "'Ere they are, sir. Select what you want—I cawn't tell the 'e's from the she's."

## Far Too Many

Jones bought a business from an agent. After some months he failed, and meeting the agent some time later, he said: "Do you remember selling me a business a few months ago?"

"Yes," replied the agent. "But what's the trouble? Isn't it as I represented it to be?"

"Oh, yes," said the other. "You said it was in a busy locality where there were plenty of passers-by."

"Well!" queried the agent. "What is wrong with that?"

"There were too many passersby."

## That Old Gag

Dentist—"I'm sorry, but I'm all out of gas."

Girl—"Good heavens, you mean dentists pull that old stuff, too?"

## Good Team

Every morning for years, at about 11:30, the telephone operator in a small Midwestern town received a call from a man asking the exact time.

One day an operator summoned up nerve enough to ask him why the regularity.

"I'm foreman of the Smithson Nut & Bolt works," he explained. "Every day I have to blow the whistle at noon so I call you to get the exact time."

The operator giggled. "That's really funny," she said. "All this time we've been setting our clock by your whistle!"

## Antique

"My husband has the strangest hobby," said Mrs. Smith to a friend, "and I never knew anything about it until yesterday. I found in his desk a queer looking ticket inscribed Mudhorse 10 to 1. I asked him what it was and he told me it was a relic of a lost race. Isn't that interesting?"

## Proof Positive

The defeated candidate for election as shop steward was contesting the election. "I know it was crooked," he exclaimed. "I voted for myself three times and yet I didn't get a single vote!"

## No Loitering

Billy: "Lillie, if you don't say you'll marry me, I'll hang myself right in front of your house."

Lillie: "Oh, please don't. You know father doesn't want you hanging around here."

## He's Excused

A little boy was about to purchase a ticket for a movie in the afternoon when the box office man asked: "Why aren't you in school?"

"Oh, it's all right, sir," said the youngster earnestly, "I've got the measles."

## Cleverness Pays

A minister and his wife were discussing two men who were in the news.

"Yes," said the minister, "I knew them both as boys. One was a clever handsome fellow; the other a steady, hard worker. The clever lad was left behind in the race, but the hard worker—well, he died and left \$200,000 to his widow. It's a great moral."

"Yes," replied his wife, with a smile, "it is. I heard this morning that the clever one is going to marry the widow."

## Sour Note

Hostess: I hope my husband wasn't rude when he asked you to play.

Pianist: Oh, no, he only asked that I do not play one tune.

Hostess: And what was that?

Pianist: He said don't play "For the Love of Mike."

## North Country

(Continued from page 29)

stop. Jim got out to investigate, thinking the wolf had been killed by the impact. He found not a dead wolf, but a very mad one—highly infuriated. Groat had to dispatch the angry wolf with a car wrench—or the wolf would have dispatched him, but quickly!

"Wild game is plentiful and is sometimes a real hazard to driving," he said and pointed out that the area has moose and other large game as well as smaller animals.

The organizer put the dead wolf in his car trunk and a couple of days later collected \$25 as a bounty which is the standard figure offered by the Canadian Department of Lands & Forests.

## ITF Convention

(Continued from page 5)

The countries with affiliates in the ITF include Argentina, Australia, Austria, Belgium, Canada, Chile, Colombia, Cuba, Denmark, Ecuador, Egypt, Ireland, Estonia (in exile), Finland, France, Gold Coast, Germany, Great Britain, Grenada, Greece, Hong Kong, Iceland, India, Israel, Italy, Jamaica, Japan, Kenya, Luxembourg, Malaya, Mauritius, Mexico, Netherlands, New Zealand, Nigeria, Nyasaland, Pakistan, Norway, Philippines, Poland (in exile), Rhodesia, Saar, St. Lucia, South Africa, Spain, Sweden, Switzerland, Tanganyika, Trinidad, Tunisia, Uruguay and the United States.

Headquarters of the world union agency is Maritime House in London. From this headquarters are directed the many activities of the organization. Included among the activities of the agency are the publication of a press report in English, French, Swedish and German. In addition to its press report the ITF issues the *ITF Journal*, one of the finest publications in the transport field in the world.

In order to serve transport workers the ITF has seven industrial sections: railwaymen, road transport workers; inland waterway workers, dockers, seafarers, fishermen, and civil aviation.



# FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, June, 1906)

## INDUSTRIAL PEACE

The editor of the *Teamster* in 1906 discussed at length a recent trend of preachings in behalf of "industrial peace." Many ministers spoke of the ideal from their pulpits. Newspapers and magazines called for it in their editorial columns and politicians promised it in their election speeches.

The editor also was in favor of "industrial peace," but not when it was a synonym for slavery. He warned that there would be no "industrial peace while enemies of the human race coin money from the lives of little children, loading them with burdens which should be borne by stronger shoulders or, through parsimonious payment to them, drive mothers to work for a mere pittance in order to save these little ones from cold and starvation."

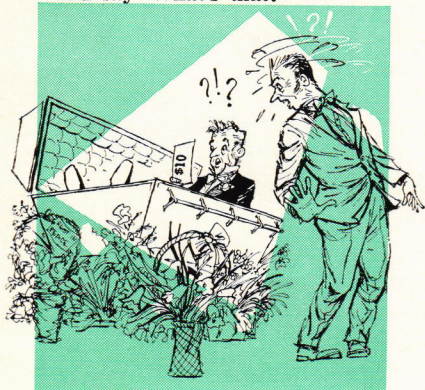
The editor pointed out that there had not been a period of "industrial peace" in the manner advocated by these recent adherents since the feudal lords of the "old world" held every man, woman and child on their lands in virtual slavery.

## 'IF I SHOULD DIE—'

A bit of poetry, attributed to one Ben F. King, had a sort of cynical tone for those who like to put the touch on their fellow workers. Here it is:

"If I should die tonight  
And you should come to my cold  
corpse and say,  
Weeping and heartsick over my life-  
less clay—

"If I should die tonight  
And you should come in deepest grief  
and woe—  
And say 'Here's that ten dollars that  
I owe,'  
I might arise in my large, white cravat,  
and say 'What's that?'



"If I should die tonight  
And you should come to my cold  
corpse and kneel,  
Clasping my bier to show the grief  
you feel,  
I say, if I should die tonight  
And you should come to me, and there  
and then,  
Just even hint about paying me that  
ten,  
I might arise the while  
But I'd drop dead again!"

## TEMPERANCE TALE

A bit of melodrama was picked up from the "Chicago Chronicle" which probably touched every drinking man of the day, though it is difficult to understand today how the husband of the family found the time to drink, considering the hours he was working, or the money to pay for it, considering the wages of the day.

Anyway, here's the story:

A woman entered a bar room and advanced quietly to her husband, who sat drinking with three other men. She placed a covered dish on the table and said:

"Thinkin's ye'd be too busy to come home to supper, Jack, I've fetched it to you here." Then she left.

The men all laughed awkwardly. Jack then invited his friends to share the meal with him. He removed the cover from the dish. It contained only a slip of paper bearing the following message: "I hope you will enjoy your supper. It is the same your wife and children have at home."

## HORSESHOERS' DEMANDS

The journeymen horseshoers in Chicago were going all out in an effort to decrease their working hours to nine Monday through Friday and four on Saturday. That would mean a reduction from eight hours to a half day on Saturday.

These skilled craftsmen were satisfied with the wage scale, but wanted to be off Saturday afternoon. They were earning \$3.25 a day, a fair salary for the times.

## LOOKING BACKWARD

Taking a look back one hundred years, the editor reviewed the progress made by working men and women because of unionization. The editor felt that new

men in the labor movement did not fully appreciate his standard of life which had been won at such a tremendous cost.

Before the advent of trade unions, or less than 100 years ago, men, women and children worked thirteen and fourteen hours a day and, in a great many places, sixteen hours.

"History shows that in 1800 the working men and women started work in the morning at 4 o'clock; at 10 o'clock they had an hour for lunch and at 3 o'clock, an hour for dinner, from which time they worked until darkness.

"As late as 1836 women and children began work in some factories in New England at 4:30 in the morning and worked an hour or two after sunset. One hundred years ago, the bricklayers in New York worked fourteen hours a day for 50 cents a day; today they have an eight-hour work day at 60 cents an hour," he noted.

"It is said that a union man named Michael Menton wrote a letter to one of the papers describing the condition

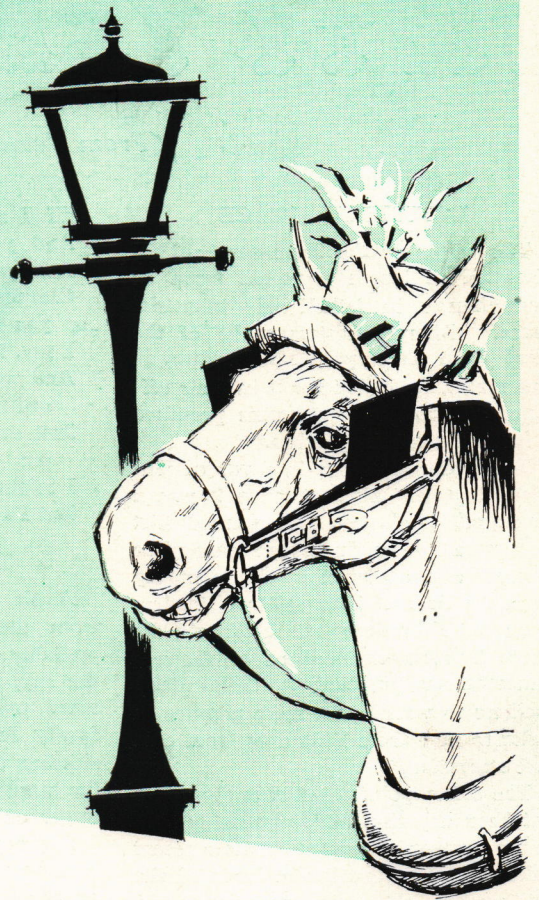


of the bricklayers and, while all his charges were found to be true, he was arrested for libel and sentenced to sixty days in jail. Hence, to even say a word in defense of labor in those days was a crime."

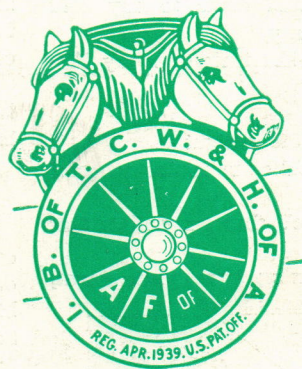
The editor went on to point out that the city of Washington was built by men who received 50 cents a day and worked from sunrise to sunset; that at the commencement of the 19th century, wages in New York were 40 cents a day; in Baltimore, 36 cents, and that the average wage all over the country was \$65 a year.



They Don't Make  
A "NAG" Out  
of Me . . .



I HAVE EVERYTHING



**DELIVERED**